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**13
REVIEWS
INSIDE**

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**FREE
INSIDE**

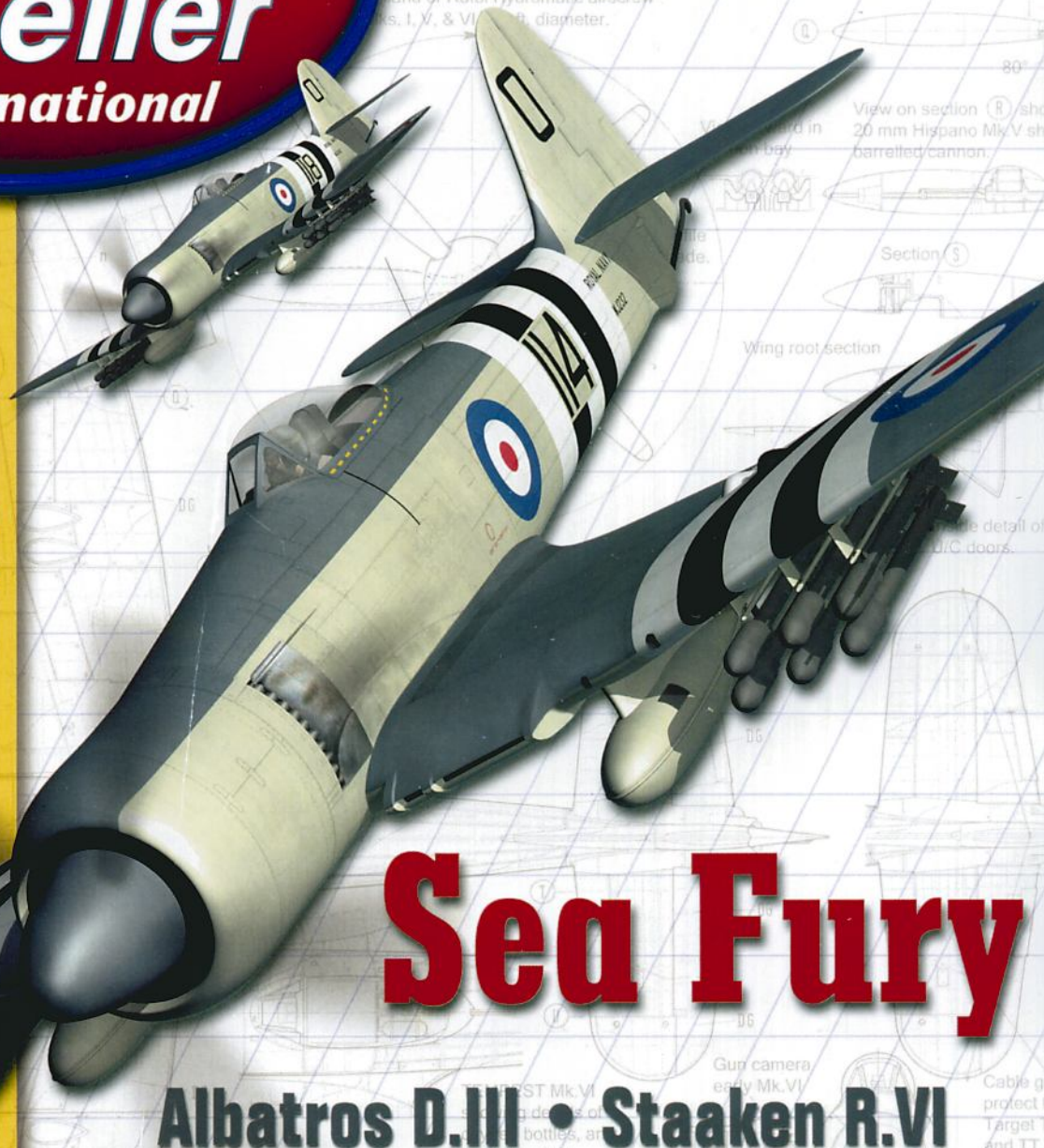


**Part 1
16 page
guide**

Squadron

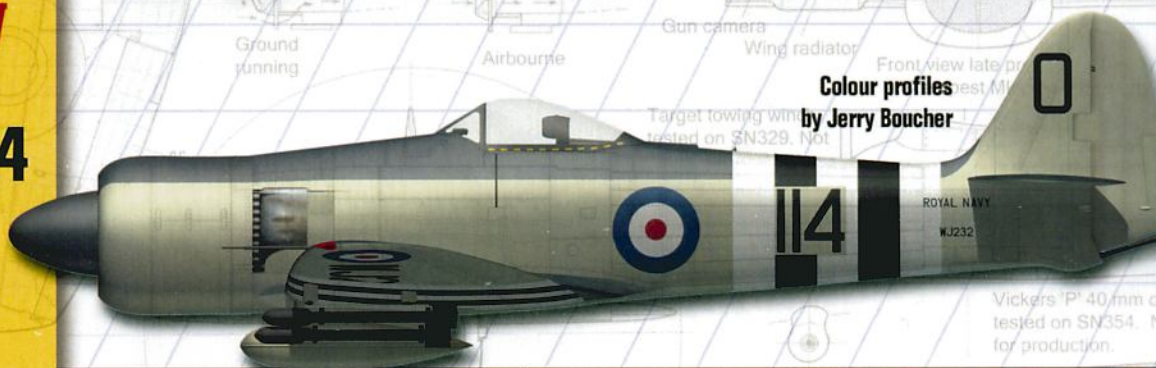
SPECIAL REVIEW
1/48 Trumpeter
Gannet AS.1/4

IPMS UK
All the news
Show Report



Sea Fury

Albatros D.III • Staaken R.VI
F-104 Starfighters • Dornier Do 24T



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1/48 Hasegawa

AMI's reviews section has evolved into a well-respected encyclopaedia of kit-building. While space precludes covering every kit received with a full review, we do aim to give a representative cross-section of the entire hobby, including examples of the numerous reboxings and reissues that make up such a large part of the market.

We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

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TRUMPETER 1/72

BY PAUL JANICKI

Well it's here! At last, to go with the Wyvern, we now have a kit of the Gannet of which to be proud, and Trumpeter have not let us down. All the parts are crisp and have the surface detail we now come to expect from this manufacturer. Judging by the parts breakdown it could very well be that we shall (hopefully) see the AEW.3, or if not, at the very least a COD version. (A T.2 is already being advertised. Ed.) In contrast to their Wyvern, the folding wings are not in separate parts, but the ailerons can be positioned appropriately and the flaps fitted in the extended position, with the actuating mechanism for these delicately produced. This does mean that care is needed in handling after completion.



Construction

Cockpit detail is fairly basic, with just the seats and relevant panels for the three crew stations. The front two positions make up into a tub with sidewalls and bulkheads, while the rear cockpit just has the rear-facing seat, floor and bulkheads. Detailing for the pilot's station consists of a control column and rudder pedals. Before uniting the fuselage halves an 'H' frame-style wing spar has to be fitted from the inside of one half, passing through vertical slots on each side. The nosewheel bay and arrestor hook are also added at this time. A small tip regarding the hook: I used a scrap of masking tape to secure it in place



TECHNICAL DATA

Scale: 1/72	Kit No: 01629
Price: £12.99	Panel Lines: Recessed
Status: New Tooling	Decal Options: 3
Type: Injection Moulded Plastic	
Parts: Plastic 96, Clear 9	
Manufacturer: Trumpeter	UK Importer: Pocketbond



to help prevent it from being damaged during subsequent handling. The tailplanes go together well but be wary of the finlets. The drawings show them from the undersides, so make sure they don't go on the wrong way



up. The wings slide over their spars effortlessly and fit really well. I added the ailerons at this point. The 'dustbin' style ventral radome has a housing to which it fits from the inside, and the whole assembly is then glued to the fuselage. The fit is quite tight but still needs a bit of blending in. As the instructions make no reference of adding nose weight it may be that the radome is fitted extended to act as a tail support, but I added slivers of lead strip ballast to the nose.

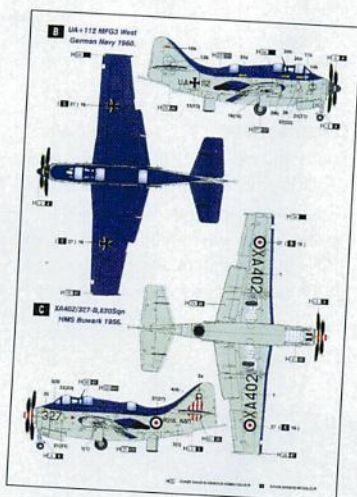
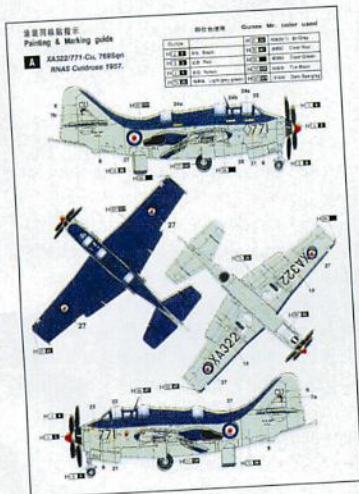
The landing gear bays are fairly well detailed, but more could be added if desired. The contra-rotating propeller assembly is interesting, as Trumpeter have designed the blades to be fitted in the fully feathered position. A bit unusual I thought, but I came across a picture of a preserved AEW.3 and its



prop blades were set as per the kit. If you prefer to have them in fine/coarse pitch it is quite easy to remove the locating pins from each blade and fit them as desired.

Colour Options

Three: XA322/771-CU of 769 Squadron at RNAS Culdrose in 1957 with the front spinner in red and a caricature of a pirate's head on the finlets; XA402/327-B of 820



Squadron aboard HMS *Bulwark* in 1956, with spinner and finlets having vertical red-and-white stripes; and a West German Navy UA112 of MFG3 in 1960. All three are in the regulation Extra Dark Sea Grey/Sky scheme.

The decals are good and settled well with a little help from solutions. Stencilling is quite minimal, but one amusing yellow panel destined for the port side of the nose is quite legible and erroneously reads *Danger — Keep Off — The Spassers will be Prosecuted*. A final coat of Xtracrylix gloss resulted in a nice smooth overall

finish and eliminated all traces of decal film.

Conclusion

I really enjoyed this kit, so much so that I put aside all my other projects and allowed the Gannet to take precedence. Apart from the few minor constructional anomalies it is excellent. I was able to complete it in less than two weeks, and with a few aftermarket accessories surely coming this kit will no doubt become really popular. I recommend it.

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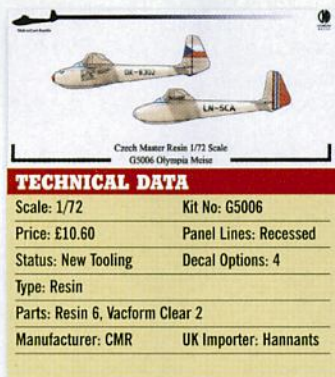
Olympia Meise

CMR 1/72
BY PAUL JANICKI

The design and looks of the Olympia appear to be more of a late post-war sailplane than a 1940 machine (it first flew in 1939 and was intended to compete in the never-to-take-place 1940 Olympic Games, hence its name). The kit parts capture the lines well and have minimal surface detail, with the exception of the control surfaces. The tiny cockpit is enclosed by an equally small canopy concealing all that is not there, as it cannot be seen anyway! The plans help with aligning the kit parts and include similarly scaled diagrams showing markings placement.

Construction

With only six parts including the vacform canopy the model took me all



of an hour or so to put together! With such little preparation to do it took longer to wash, prime and paint it in readiness for the decals.

Colour Options

The kit includes schemes and decals for six options. All are in the overall cream FAS1 (FS27855). My tin of Precision paints *Cremeweiss* expired while I was producing all those other gliders that have appeared in these pages, so I resorted to seeking a suitable shade and found it among the Humbrol range under the guise of No 41 ivory. Maybe we can persuade Hannants to include the right colour in their Xtracolor range? (*Seconded. And Perleweiss would be nice, too. Ed.*) The choices are: LN-SCA of the Norske

Aero Klubb in Norway 1944/45; OK-8302 of the Czechoslovak National Aero Club in 1947; an anonymous machine of the Moravian-Silesian Provincial Aero Club with a colourful banner across the fin; a third Czechoslovakian Meise from the same club in the summer of 1945 with a black square on its fin obviously disguising its previous owner; yet another Czech machine but with the current Czech flag; D-11-4008 of the NSFK in 1939; and finally D-11-240, the DFS Meise prototype that made its debut in the international competition at Sezze, Italy in February 1939. Whew! I feel a bit exhausted explaining all that, and trying to think of which scheme to choose when it came to finishing my model. After much

deliberation I opted for the last, as it also had a red stripe across the top of the wing to add a little splash of colour

Conclusion

A pretty little model and one that has a 'solid' feel to it despite the medium from which it is made. If you haven't been much taken by silent flight types, maybe you should try one. I can recommend this for starters, or any of the others in the range. Now that CMR are packing kits in nice little stout boxes, these also provide a good place in which to store/transport the finished models. Go on, be tempted, it's fuss-free modelling!

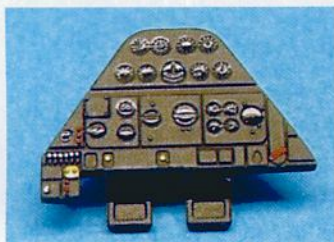
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SB2C-4 Helldiver 'Special Edition'

ACADEMY 1/72
BY MIKE WILLIAMS

This is a reissue of the previously released kit with the added bonus of etched dive flaps and wheel/canopy masks, both from Eduard. In addition to these you get two grey sprues of beautifully moulded parts, a five-piece clear canopy and a nicely printed decal sheet by Cartograf. The instructions are a break from the norm, being shaded computer-style graphics for each construction stage, as opposed to the more familiar line drawings. There is also an additional instruction sheet which deals with the etched parts and masks, as well as the painting and marking guide.



Construction

If you follow the instructions, assembly begins as usual with the cockpit interior. However, I deviated and first addressed the etched dive flaps, which require the instructions to be followed closely as they are quite fiddly, but when assembled are exceptionally well detailed. I modelled them open — not technically accurate for a parked aircraft, but it would be a crime to hide all that fine detail.

Next came the cockpit, which is exquisite for this scale. The only thing lacking is a set of seat straps which I added from foil. The cockpit assembles on top of the bomb bay, which also forms the cockpit floor. The undercarriage is very nicely done, but a little fiddly to install. I got all the parts



TECHNICAL DATA

Scale: 1/72 Kit No: 12409
Price: £18.99 Panel Lines: Recessed
Status: Revised Tooling Decal Options: 3
Type: Injection Moulded Plastic
Parts: Plastic 70, Clear 6, Etched 21
Manufacturer: Academy UK Importer: Toyway

in place with the model resting upside down, then just dropped liquid poly into each joint with a fine brush and left it overnight to harden fully.

The rest of the build was very straightforward and presented no problems at all. A dry-fit of the flaps revealed that a sliver of plastic needed



Colour options

Three: aircraft of: VB-83 aboard USS Essex in April 1945 in three-tone blue/blue/white camouflage; VB-84 aboard USS Bunker Hill, March 1945 in overall gloss Dark Sea Blue; and a US Coast Guard machine at Kaneohe



removing from the inboard trailing-edge near the fuselage-to-wing joint on both sides, otherwise these fitted perfectly. Before I knew it I was ready to mask up (the supplied masks fitted easily) and paint.

Bay, Hawaii on 27 December 1945 in overall gloss Dark Sea Blue with yellow cowl, rudder and wingtips. The decal sheet also contains a myriad of stencil data. I chose the first option, as it was a bit more of a challenge to

paint the three-tone camouflage than overall blue.

I used Xtracrylix paints and had a few problems with the thinning ratios when spraying as this was my first time using them. I was advised by a fellow modeller to use warm tap water 50/50 to thin, and this worked a treat, with the paints spraying on beautifully. I used XA1141 White, XA1125 Intermediate Blue and XA1121 Gloss Sea Blue in that order. The insides of the dive brakes were sprayed Tamiya XF-7 Flat Red.

The decals went on with no problems at all, but were time-consuming due to the amount of stencil data, which is very readable, so the time putting these on paid off. A wash down with mild soapy water to eliminate any decal residue and a final Humbrol Matt Cote finished it off.

Conclusion

Brilliant! This was a joy to build, I think Academy have raised the bar on out-of-the-box details, and are to be commended. This is a real treat of a kit which I thoroughly enjoyed building. The one flaw was the ejector pin marks on the wheels, which were a pain to fill and sand. I would recommend this kit to all, though the dive brakes may prove problematic if you are not used to using photo-etch as they are quite fiddly to assemble and require a steady hand and good eyesight.

SAMI



Supermarine Spitfire LF Mk IXE

CMR 1/72
BY COLIN PICKETT

CMR's latest 1/72nd resin Spitfire is the LF.IXE in Czechoslovak and Israeli Service. First impression was of a highly detailed kit with a mixture of CMR's now traditional cream-coloured resin parts which include a very comprehensive weapons and fuel tank fit, elliptical and clipped wingtips, and an incredible amount of interior detail. This is coupled with two vacform canopies, a set of masks and excellent etched parts from Eduard which include cockpit sidewall detail, wheel well doors and pre-painted instrument panels and harnesses, all accompanied by a very comprehensive set of instructions that includes detail photographs. In short, there is a level of detail normally associated with 1/48 or 1/32 scale kits.



TECHNICAL DATA	
Scale: 1/72	Kit No: 168
Price: TBA	Panel Lines: Recessed
Status: Revised Tooling	Decal Options: 12
Type: Resin	
Parts: Resin 82, Vacform Clear 2, Etched 64	
Manufacturer: CMR	UK Importer: Hannants

Construction

Assembly begins with the cockpit and an immediate decision as to whether to leave the access hatch open or closed, as you need to cut this out of the etched interior side panel as well as port fuselage half. I decided to cut mine

out. The etched side panels were painted Humbrol 78 before being given a black wash to provide some depth. Pre-painted throttle quadrants, radios and other details were then fixed, which I found easiest to do by pre-curving the etched panels and adding

the detail before installing them into the fuselage. The cockpit interior was then built up with its fine resin framework, etched armour panels and beautiful seat, along with the pre-painted Sutton harnesses. A small amount of filler was needed to tidy up



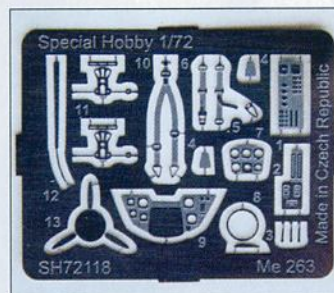
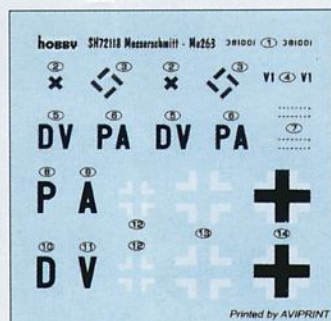
Messerschmitt Me 263 V1

SPECIAL HOBBY 1/72
BY MARTIN DAWSON

The airframe is split horizontally, with upper wings and upper fuselage in one piece. The instrument panel is a sandwich of etched brass fret and plastic, very fiddly but it looks good. The fuselage halves go together very well, and overall this is one of those rare kits where you won't need any filler. The pilot is afforded a bulletproof screen that goes into the cockpit before fitting the canopy. I think the main wheels are a touch big, more suited to an Arado Ar 234 (?), but they are well made. The last stage was adding the detail parts — rocket nozzles, undercarriage and aerial,



TECHNICAL DATA	
Scale: 1/72	Kit No: 72118
Price: £11.25	Panel Lines: Recessed
Status: New Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 27 Resin 5 Etched 14 Clear 2	
Decal Options: 1	
Manufacturer: Special Hobby	
UK Importer: Hannants	



Conclusion

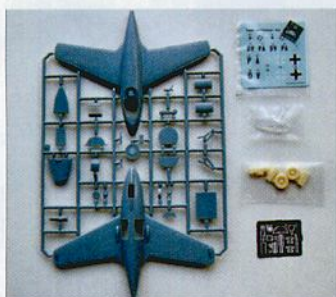
I am pleased with this model, and MPM should be too. Apart from the fussiness of some of the etched parts everything seems to work well, and it is highly recommended to any modellers who either chart the development of aircraft or to Luftwaffe Experten.

SAMI

but I lost patience with the DF loop, so it's not on my model.

Colour Options

Markings are provided for DV+PA. Humbrol 65 matt aircraft blue went on the undersides, followed by 91 matt black-green, and when dry I masked a splinter pattern and sprayed 160 German camouflage red-brown. I used some old





the joint between fuselage halves and the fuselage/wing junction. One little trick I have recently learned is that instead of sanding the filler on resin kits it can be smoothed with a cotton bud lightly coated in cellulose thinners to give a clean surface without removing surface detail. This works only on resin parts; try it on plastic and you will end up with a sticky mess! I found the etched radiator inserts to be

a little too tall, but trimming about 1 mm off the top edge soon solved that.

Colour Options

The kit includes markings for no fewer than three Israeli and 10 Czech aircraft, so you really are spoiled for choice. It took me an evening to decide which one to build! I settled on TE554 in Israeli service finished in black and red. There are four different options for this aircraft

in the kit, as it served in both the Czech and Israeli Air Forces after it finished its RAF career, and is preserved in Israel today. The decals went on without drama to produce a handsome aircraft. The only change I made was not to use the red stripe decals on the tail, but rather to paint the red then mask and paint the black stripes.

Conclusion

I found this a challenging and thoroughly enjoyable model to build

and have to say that CMR have raised their game here far beyond their previous already superb Spitfire releases. When you consider the detail and accuracy of this kit, this has to be the ultimate 1/72 scale Spitfire IX model. Though not for a novice, it would suit a newcomer to resin. It rewards your efforts and would provide a very good basis for a superdetailed Mk IX. Spitfire fans, buy at least a dozen now!

SAMI



Sikorsky MH-53J Pave Low III

REVELL 1/72

BY DAVID HOLMAN

This is a reissue of the Italeri kit. You get two large sprues of light tan-coloured plastic, plus clear parts, to model a US Special Forces assault chopper. The box art features the helicopter that led the first attack of *Desert Storm* in 1991, camouflaged in the 'Asia Minor' scheme of red-brown/desert sand.

Construction

Work begins with the cockpit, which is quite basic although night vision scopes are included. To add further interest there is also some raised detail on the rear bulkhead and in the interior of the cargo bay, but if you really want to produce a detailed replica a lot more will need to be done both internally and externally to build an accurate Pave Low III. Care has to be taken when inserting the rear ramps as these are left unglued to fit into recesses when joining the fuselage together. The pins are rather delicate and could easily snap off when inserting the ramp. One of mine did. The rest of the assembly process was fine, but I'd recommend leaving all the delicate aerials and probes off until the painting/decalling is finished.

One thing that seems to have been corrected for this reissue is the rotor blades. I have read in reviews of the original kit that these had been moulded the wrong way round. The rotor head is a fine piece of model engineering.

Colour Options

The decal sheet provides markings for three aircraft, which include a UK-based example in Gunship Grey. I chose the



TECHNICAL DATA

Scale: 1/72	Kit No: 04491
Panel Lines: Recessed	Price: £13.99
Status: Revised Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 117, Clear 8	
Decal Options: 3	Manufacturer: Revell

Desert Storm machine and used Tamiya XF80 and XF84 which seemed to match the shades seen in my photo references. The decals took all of a few minutes to apply, as on the full-size most of the stencilling was covered over when this



polyurethane-based temporary scheme was applied. The only markings left were four low-viz stars 'n' bars, two walkway panels and the strips on the rotor blades. All were of good register and were applied using Micro Sol/Set solvents and sealed with Micro Flat.

Conclusion

I can recommend this model as a suitable starter kit, and there is also enough detail to keep the more experienced modeller happy.

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Avia B-71

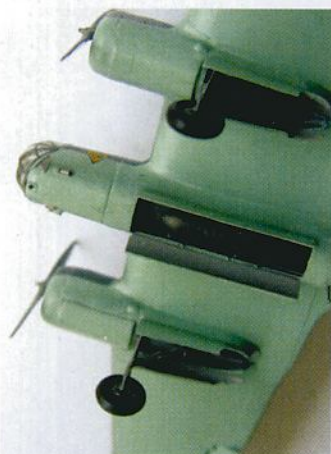
ICM 1/72
BY CHRIS JENKINS

Designed pre-WWII by Tupolev, the *Skorostnoy Bombardirovshik* (high-speed bomber) or SB-2 was an advanced design and one of the first twin-engine bombers to feature smooth metal skin and a retractable undercarriage. Versions also flew under Spanish, Finnish and Chinese colours, and the design was licensed by Czechoslovakia and built with Hispano-Suiza engines as the Avia B-71. Many of those were captured by Germany and flown by the Luftwaffe. Obsolete by the outbreak of war, the design served with little distinction, and those not shot down or destroyed on the ground mainly ended up as trainers and target tugs. This wide use explains why ICM's SB-2 kit is also being issued with markings for three Luftwaffe and one Bulgarian aircraft.

Construction

The kit comprises six sprues in soft grey plastic and one sprue of transparencies. The mouldings aren't great, and have a good deal of flash. One sprue consists mainly of the guns, bombs and propellers used on different versions of the aircraft, so you'll end up with plenty of spare parts. Instructions consist of a parts guide, three pages of construction notes, and four of painting and decal guides.

Parts fit is generally poor, with a great deal of test-fitting and sanding required to get the internal bracing and cockpit tub to fit. Joints around the engine nacelles, wing roots and tail unit are also imprecise, so reach for the filler. There's some internal cockpit detail, but much of it is pointless, as the instructions are vague about where to place parts, and in any case they are invisible once assembly is completed. The bomb bay and wheel well doors have to be split lengthways if you want to display them open, and then you find that there are no instructions on where to fit bombs, and the undercarriage hydraulics don't seem to fit as shown in the instructions. A little ingenuity (or guesswork) is required here.



TECHNICAL DATA	
Scale: 1/72	Kit No: 72163
Price: £10.99	Panel Lines: Recessed
Status: Revised Tooling	Decal Options: 2
Type: Injection Moulded Plastic	
Parts: Plastic 83, Clear 4	
Manufacturer: ICM	UK Importer: Hannants

The transparencies also needed some persuasion to fit. You could always choose to model the canopies open. I added harnesses to the pilot's seat, but not to the gunner's and bombardier's, where they would not be visible. This was the only addition I made to the out-of-the-box kit apart from an additional aerial and bracing. You could model the belly gun turret extended, but this would take some effort.



Colour Options

The provided one Bulgarian and three Luftwaffe colour schemes are a fairly basic choice of green or grey patches and blue undersides, except for one



trainer with yellow undersides. I opted for SE+EF, which served with Luftdienst-Kommando 1/13 in Kitzingen in 1941. After priming with Halford's grey primer I airbrushed the main surfaces with Revell paints. Decals are well printed, though the white backgrounds on the large crosses were slightly overprinted. They went on easily, and sat well with Micro Sol. There are small portholes in the fuselage sides which should show through the side crosses. If you were better organised than me, you might punch suitable holes

through the decals before positioning. As a final touch I added Xtradecal swastikas and just a little exhaust staining.

Conclusion

Though it presented some constructional niggles I was quite pleased with the overall results. Even if you buy other, possibly more colourful, versions of this aircraft, you may be interested enough to also build it in the form of one of the lesser-known weapons in the Luftwaffe's arsenal.

SAMI



Göppingen Gö-4

CMR 1/72

BY PAUL JANICKI

CMR kits are well known for their quality, but readers will be pleased to know that their sealed and carefully packed bags now come in stout boxes. The instructions comprise scale plans and also illustrate each of the colour schemes offered. One sheet has a more detailed plan with dimensions and



Czech Master Resin 1/72 Scale
G5013 Göppingen Gö-4

TECHNICAL DATA

Scale: 1/72 Kit No: G5013

Price: £10.60 Panel Lines: Recessed

Status: New Tooling Decal Options: 4

Type: Resin

Parts: Resin 10, Vacform Clear 2

Manufacturer: CMR UK Importer: Hannants

construction information. The parts of this quite elegant two-seater are very nicely produced and required little in the way of preparation.

Construction

The cockpit has the two sticks and seats. I decorated this area in RLM02 *Grau* with black to represent the handgrips on the joysticks. The vacform canopy is very

clear, but care is essential in cutting it away from the carrier, though a spare is included. The wings are each one-piece castings. The only work needed here was to remove the casting block and a little rub around the leading-edges before fixing them to the fuselage. The nose skid, fin and tailplane were the last parts to be added before all was ready for primer and final painting.

Colour Options

Three wartime Gö-4s, all are in the regulation RLM 05 *Elfenbein*. The German registrations provided include D-15-1350, D-9-763 and D-13-436, but I opted for the fourth choice, OK-9249 of the Czechoslovak National Aeroclub in 1947. The colour scheme is a light yellow overall (FS13591) that I had to mix. All the numbers and fin colours are included on the decal sheet and are of very good quality but do need to be handled carefully, as they have a tendency to wrap around themselves.



Conclusion

These glider kits are very quick to put together and can easily be completed in a couple of evenings. Highly recommended to all, and perhaps a temptation away from all those Fw 190s and P-47s, especially with the German subjects that can look quite happy alongside a Bf 109 or Ju 88! Well done to CMR, especially for the new packaging.

SAMI

'Glider Plane' LS8-a

REVELL 1/32

BY JOHN BISSET

This is a lovely little kit of a modern single-seat sailplane. It assembles easily, fitting accurately to produce a good representation of the original. Modern sailplanes are largely of carbon and glass fibre construction, with very smooth, largely white external surfaces, so these should be very fine and subdued, even in 1/32 scale. The detail is good, even including a representation of the 'turbulator tape' attached on the tailplane underside.

Construction

Since this was a test shot no decals were included, nor were the self-sustainer engine parts available. The kit was moulded in medium grey plastic, which I presume was also for test kit purposes only. A few spray coats of matt white undercoat car paint followed by a whiff gloss topcoat worked well. Sailplanes are kept well polished and generally the gel coats are a bright white shade. Don't use



TECHNICAL DATA

Scale: 1/32 Price: £12.99

Kit No: 04253

Type: Injection Moulded Plastic

Parts: Plastic 37, Clear 1 Manufacturer: Revell

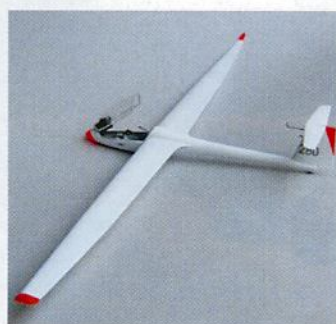
a yellow-toned warm white — that was used only on older generation all-glass ships.

With such a plain surfaced aircraft, most of the detail is concentrated in the cockpit, which is generally well represented. The kit models the full size machine's front-opening canopy, in which the instrument panel and canopy lift up together to allow easy pilot access. The instrument binnacle face is nicely

represented, and there is scope for superdetailing around the lower panel hinged area to represent wiring looms and tubing. The kit canopy will open and close, although the fit when closed is not as clean as it might be — not surprising given its size. I modelled my machine preparing for flight, canopy open, and added a harness as in this scale the moulded-on harness on the seat is too unobtrusive. Revell's previous sailplane kit, the ASK 21, had decals to embellish the harness. Although I expect the production LS8 will do likewise, these will still not give enough depth. Since I had some aileron tape left over from some recent full-size sailplane work, I used a doubled-over section of that, which I felt was appropriate!

If the machine is modelled as in flight, I'd recommend gluing the canopy shut and doing some gentle fairing-in around the seal. A neat looking two-piece stand is provided, though I saw no obvious way of fitting the model to it. There is scope here for the inventive to make up Perspex stands and supports, something I expect we will see at competitions in future.

Alternative wingtip options are included, to allow modelling of either the 15-metre or 18-metre wingspan variants. Now, a little explanation for the rivet-counters amongst us and to demonstrate my anorak credentials. The kit is labelled as an LS8-a. Strictly that is the 15-metre variant only. The extended wingtip 18-metre version, which can fly with either span, is the LS8-s, and the motorised version is sometimes referred to by the manufacturer, now DG Flugzeugbau, as an LS8-t. It is only the longer span option that may be motor-equipped. The motor is a small 'sustainer' type only, so the



aircraft does not self-launch, and normally the engine would be retracted while the sailplane is on the ground.

Those who look closely at the picture of my model will see I have rigged the machine with one 15-metre and one 18-metre tip. Not recommended for flight of course, but interesting to show the very high aspect ratio. The contrast with my normal military models is fascinating. As a long time sailplane pilot I'm used to seeing these machines daily. The elegance and daintiness of the designs we simply don't notice, because it's routine to us.

Conclusion

Overall, a kit I enjoyed and one I recommend. It seemed simple, but produced a very pleasing result. I hope this is the start of an occasional trend from Revell. Many people fly sailplanes and motor-gliders and many are also modellers. I'd like to hope there is a small but profitable market there. If so, some other well-known names may appear. Who knows, maybe one day I will see my all-time favourite aeroplane, the dainty Glasflugel Libelle, in scale form.

SAMI



Douglas DB-8A

MPM **1/72**
BY BRIAN DERBYSHIRE

This is one of those 'gentleman's flying machines' which were firmly believed to be viable warplanes, right up to May 1940. For those unfamiliar with the type, think of a long, thin SBD Dauntless. MPM have come on since I first met them: this is a quality product. You won't find locating pegs or tabs, but the fit's generally very good and the detailing excellent, as far as it goes. (The rear office is a bit bare, but once the canopy frames are painted it isn't noticeable. No landing lights either: refer to the box top and improvise your own.)

Construction

Construction is generally straightforward. My big mistake was to ignore the instructions and assemble the complete wing before trying to fit it to the fuselage. It wouldn't go, and I had to do some cutting and filling which should not have been necessary. Better to pre-assemble just the outer panels and fit the centre-section to the fuselage, using one wing sub-assembly to ensure it's square. When dry, fit the wings — which butt up to the fuselage sides very nicely — and fill the gaps in



the underside joints with plasticard. This also loses less of the span than my method. I struggled with the etched parts, but that's just me. There's nowt wrong with them — I just prefer plastic. The injection-moulded canopy is a bit thick by modern mainstream standards, but it's crystal clear and an excellent fit.

Colour Options

Three options are included, all silver overall, on an excellent transfer sheet that is comprehensive but for wingwalks and anti-glare panels, which I find particularly useful on bare metal



models. Choose from a Norwegian-owned trainer for light attack-bomber crews, a USAAC repossessed unit hack masquerading as an A-33, or an Iraqi 'real' light bomber — though even these saw action only as targets during Rashid Ali's abortive war of independence. Any of them will look stylish.

I chose the Norwegian version and found the transfers not only fully opaque and non-silvering, but the wing and tail stripes wrapped happily round the trailing-edges. However, the carrier film is so thin as to be fragile, so the cheatlines are best applied in sections.

The 'blank' behind the fuselage number insisted on tangling itself up as I tried to coax the full-length stripe into a straight line all in one go.

Conclusion

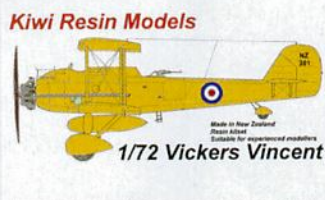
References are sparse, but it looks good, although a touch undersize. Personally I prefer more mainstream types, but if you're into rarities, this is an esoteric and elegant subject which is very nicely realised. Lots and lots out of ten!

SAMI

Vickers Vincent

KIWI RESIN **1/72**
BY MATTHEW WILLIS

This large general-purpose RAF and RNZAF biplane is an appealing subject. Ungainly and ugly, it's also evocative of the period between the wars before aircraft 'went modern'. Kiwi's director Dave Lochead owns the remains of Vincent KZ301 and has researched the aircraft extensively, so this makes it extremely accurate replica and gives a pleasing sense of connection to the machine you are modelling. The parts are cast in buff resin similar in look and



Construction

The parts breakdown is sensible, with a solid main fuselage finishing at the cockpit base, covered by separate decking. Stub lower wings are cast onto the fuselage, while the top wing comes as a complete unit. The undercarriage legs have wire cast into them, both for location and strength, which is very welcome as the Vincent quickly builds into a large, heavy model. The engine is a highlight, with crisp detail on the cylinders and separate exhaust collector ring and ignition harness. Fit of major components was good, providing adequate care was taken. There is no real internal detail but the openings for the cockpits are so small that no more than the well-detailed seat and control column is apparent in the front position. There's an exquisite little Lewis gun for the rear cockpit. The Vincent was a big and complex beast and the copiously provided strut stock quickly disappears with all the interplane, cabane, tail and

undercarriage struts. A plan is included which helps make sense of it all.

Colour Options

Rather than provide colour schemes for several different aircraft, Kiwi give four colours for KZ301 throughout its life, from a silver-doped RAF 1930s scheme to its final all-yellow trainer colours in 1944. I chose a Dark Earth/Mid Stone scheme from 1940 when it was with 1430 Flight in Eritrea, and it cries out for heavy weathering. Kiwi provide inkjet-printed serials and codes for all the schemes included (I substituted from

aftermarket decals), and colour profiles. There are no instructions, and reference to some photographs of original aircraft is a must, though a list of components and the aforementioned profiles and plans help.

Conclusion

This was a challenging but very rewarding kit to build. Not quite state-of-the-art, it's nevertheless very well cast with great detail, and while preparation and finishing is time-consuming, the resulting model is a delight.

SAMI



feel to that used by Czechmaster. Most parts survived their journey from New Zealand commendably well thanks to the strong and roomy box, though some of the gossamer-thin slat fairings had suffered. Many components are attached to large pouring blocks and the more delicate had quite a lot of flash. Careful preparation is required, but no more than with most resin kits.



Piero Magni PM2

CHOROSZY 1/72

BY CHRIS BUSBRIDGE

This diminutive model is cast entirely in resin, the parts for which look rather lost inside the standard-issue Choroszy Modelbud box. The quality is very high, with only a few air bubbles present. The instructions describe the assembly reasonably well, but there are no colour call-outs for any of the detail parts. Not only that, the diagram for the exterior colour scheme provides generic colours only, brown, black and linen.

Construction

With no idea what the correct colour for the interior should be, a wood effect was chosen. A colour wash was used to lift



out the sidewall detail cast into each fuselage half. After bringing the two halves together very little, apart from the seat, can be seen. Also attached at this stage were the undercarriage legs and tail surfaces. The wing and struts were left off until all painting was complete. This was a thoroughly enjoyable model to put together, with very little to tax the modeller. Only a little adjustment to the



end of each strut was necessary to get a good join to the wing. The rest was quite easy, albeit a bit fiddly in places because of its small size.

Colour Options

Humbrol 10 was used for the brown portions of the colour scheme, Tamiya semi-gloss black for the rest. The decals had a very thin varnish which meant they had to be handled with care. They settled down very well on the glossy finish. The wing, struts, prop, spinner, exhaust and wheels could now be glued

in place. A photo of another variant of this aircraft suggests it would have had a very glossy finish, for which Johnson's Klear was used.

Conclusion

The look of this aircraft is very distinctive, even a little out of the ordinary. Three more versions are produced by Choroszy Modelbud (PM1, PM3/1 and PM 3/4) and together would make an eye-catching quartet. Highly recommended.

SAMI

Vickers VC10 K2

AIRFIX 1/144

BY BRUCE LEYLAND-JONES

The kit came with its 52 main parts loose in a large box, the single transparency also rattling around. All parts feature flash and deep sink marks. There are no internals, no transparencies for the cabin windows, and the external detail is vague. Based on the VC10 prototype, the kit is grossly inaccurate around the engine pylons and wing/fuselage join.

Construction

I began by joining the fuselage halves. There were few locating pins and only one internal bulkhead, so reinforcement was needed to minimise the very obvious seam line. I painted the interior dark grey instead of the suggested light grey, and didn't insert the recommended 5g weight as my model was to sit on an Airfix stand.

The instructions tell you to leave the windows as holes, but I applied strips of



dark grey-painted plasticard behind them. Much sanding/filling was needed to lose the central seam, due to the fuselage's flexibility. Next time I would add more bulkheads. The engine intakes

have crudely moulded turbine fans to be attached, but the mouldings were undershot, creating an unsightly hole between the two engines, so thin strips of plasticard were looped inside each engine pod and small gaps filled with superglue gel and Zipkicker accelerator. The rest of the engine pods sanded up quite nicely.

The large wings were prone to splitting apart during handling, so clothes pegs and curing time was essential. Filling/sanding the gaps between wings, pylons and fuselage was a considerable task. The windscreen was attached with Clearfix. It was a tight, if inaccurate, fit and lacks framing. Another omission is the 'quarterlight' windows. The tailplanes can be left movable, but I cemented mine in place.



Colour Options

Much surface preparation was required prior to priming and painting with Barley Grey. I applied US Ghost Gray to all control surfaces, panels around the base of each aerial and on the wing leading-edges, for contrast. The insides of the exhausts were painted gunmetal, as were the sides of the fairings between each engine. The front of each engine pod was painted with aluminium, then dry-brushed with silver to give a bit of a 'gleam'. The painting instructions for the details are inaccurate.

The decal sheet was off-register. The cheatlines were 'elastic' and readily twisted over themselves. I painted my own walkways, using tape and beige green, then added stencils as appropriate.

Conclusion

This is an inaccurate kit that shows its vintage, and although it can produce a passable result when built by a dedicated enthusiast, it is by no means for the casual builder. For so few parts it was harder work than it should have been. I wonder how many younger modellers will have completed theirs successfully?

SAMI



eduard

www.eduard.com

SCALE PLASTIC KITS

Fw 190A-5

1/48



Kit contains complete engine, fuselage weapons, wing MG 151 cannons, detailed landing gear and wheel wells, color photo-etched sheet with color seatbelts, optional instrument panels and other small details, optional version wings, accurate, optional open/closed canopy, canopy paint mask, four marking options.

Uffz. Walter KÖHNE, I./JG 1, Deelen, Netherlands, July 1943.



Hptm. Egon MAYER, commander of III./JG 2 Richthofen, France, Spring 1943.



Hptm. Walter NOWOTNY, commander of I./JG 54 Grünherz, Ore, Fall 1943.

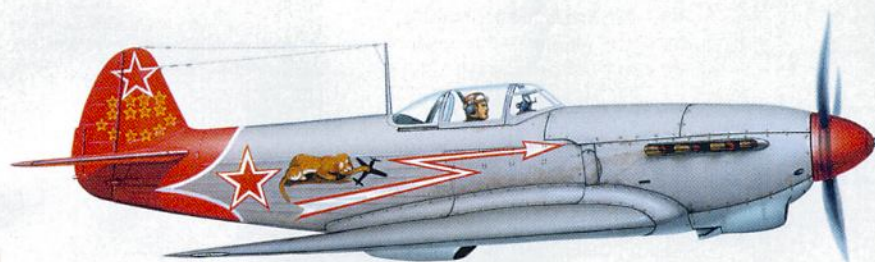


Oblt. Rolf STROHAL, Stab I./JG 1, Deelen, Netherlands, April 1943.



eduard
LIMITED EDITION

1/48
scale



Yak 1b

NIEUPORT-17

NEW 1/72 SCALE NIEUPORT

FOKKER DR.I



Vladimir P. POKROVSKIY 2.GIAP SF, 1944/1945.



Alexei V. ALELYUKHIN, Flight Commander, 9.GIAP, spring 1943.



Pavel P. KARAVAI, Flight Commander, 897.IAP, 288.IAD, Winter 1942/1943.



Roland de la POYPE, GC3 Normandie, May 1943.



Yuri KUREYEV, 812.IAP, April 1944.



Nikolai A. KOZLOV, 910. IAP PVO, February 1943.





David Francis continues his series featuring 1/32 scale models of aircraft from the Hawker Aircraft Company with Fisher Model and Pattern's Sea Fury

The Sea Fury was one of the ultimate developments of piston-powered fighters and had a successful career with the Fleet Air Arm that included combat action and a rare piston-vs-jet 'kill' during the Korean War. It was also an export success with the type seeing service with Australia, Burma, Canada, Cuba, Egypt, Iraq (the so-called 'Baghdad Fury'), the Netherlands and Pakistan, and in civilian guise as a target tug in Germany and latterly as a much-prized 'warbird', and as an Unlimited class air racer in the USA.

To say I had been looking forward to this model from Fisher Model and Pattern is a bit of an understatement. Since it was first announced I had been gathering reference material and sending monthly emails to Paul Fisher

checking on progress. In early October the Big Day arrived, and with trepidation I opened the large white box. Would it be as good as his Grumman Cougar and Panthers?

I must note that my kit was one of the first sent out, with photocopied instructions and very early castings, so I would expect a few flaws typical of an early test shot. On the other hand this is a Fisher kit so, just like Mary Poppins, it was already "Practically perfect in every way".

On deck

Let's start with the resin. The fuselage is a hollow one-piece casting and features finely engraved panel lines. Unusually for a Fisher kit the wings are supplied in top and bottom sections which allow you to fit a separately cast undercarriage bay into

the wings. You can also lower the flaps and fold the wings if you so desire. In characteristic Fisher fashion the parts are contained in sectioned plastic bags, so you need only open each bag as you reach that part of the construction sequence. Special mention must be made here of the cockpit. This little jewel was mastered by Roy Sutherland of Cooper Details and combines resin, brass and photo film. When built mine looked so good that I wished I didn't have to paint it.

The etched brass sheet also supplies complete seat harnesses and buckles, gunsight, undercarriage details and fins for the rocket armament. Another brass item is the jeweller's quality undercarriage legs produced by G-Factor, which have the benefit of being very strong and perfectly in scale.

References

- A superb online photo gallery with a very long address <http://smg.photobucket.com/albums/1003/lasermonkey>
- Warpaint Series No16 Hawker Sea Fury by W A Harrison
- Dutch Profile Hawker Sea Fury F (B) Mk 50/60/51 by Nico Geldhof and Luuk Boerman
- 1/48 scale drawings by Len Whalley were published in the October 2006 issue of our sister journal Model Aircraft Monthly

Hawker's Thoroughbreds Pt 2

Fisher's Fury

Moving on, we have the clear parts — always a highlight of Fisher kits, being very thinly cast in clear resin and coated in Johnson's Klear to make them almost optically perfect.

Finally we get to the decal sheet, or rather, *sheets*! The first sheet provides the national and individual markings for six options (see below), and the second all the stencils, which are perfectly readable under magnification, both printed by Cartograf of Italy. The final item is a small ALPS-printed sheet containing stencils and bands for the rockets and bombs.

First impressions count and they do not come much better than this. I could hardly wait to get back home from my 'day job' so I could kiss the dog, pat my wife and disappear up to my workshop to start building.

Prepare to launch

The instructions would have you start with the engine and propeller, but I wanted to get at that beautiful cockpit. The castings are wonderful and require little in the way of cleaning up. Most parts are surrounded by just a thin film of flash that is easily cut away with a sharp scalpel and cleaned

up with a small sanding stick. There are a large number of levers to attach and their locations are clearly shown on the instructions. I used Roket medium superglue exclusively to assemble my model. I started with the levers, and once they were in place I applied some PVA glue with a cocktail stick to their tops to simulate knobs. The only exceptions were the two levers on the throttle quadrant, where I used square extruded strut to reproduce their handgrips.

To the floor of the main cockpit you attach the photo-etched compass stand. This needs to have a number of right-angled folds and for this I recommend you beg or borrow a brass-folding tool, which makes this task a piece of cake.

To say the cockpit is detailed is a gross understatement. Every detail that you see in photos of the full-size cockpit is reproduced in miniature, from the little star-shaped rudder pedal adjustment wheel to the map case on the sidewalls. The only downside is that the Sea Fury's cockpit was predominantly black,

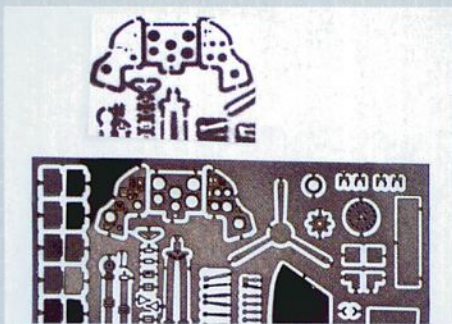
with only a small amount of colour on the ends of the levers. I started by painting all the cockpit parts with Halfords matt black. This acted as my base to which I then lightly applied tyre black with an airbrush. If you apply the top coat lightly you can create a superb three-dimensional effect with the darker base coat creating 'shadows' in the recessed areas.

Next I dry-brushed aluminium to reflect areas of wear, before picking out the tops of the knobs with white, red and brown. The dark brown was also applied to some of dials in the cockpit to represent Bakelite.

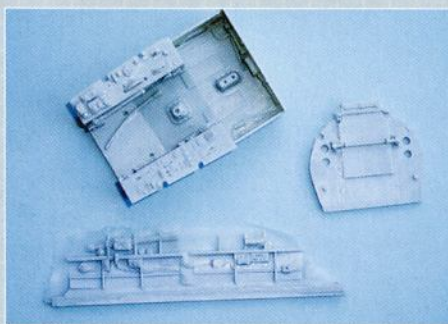
I now turned to the instrument panel, which is made up from a sandwich of resin and brass, trapping the instrument dial film between the two. Unfortunately I did not have this film in my advance kit, only a photocopy of it, so I made up my dials from Mike Grant's instrument decals. To get the layout correct I placed a

JB
© MMVI





David's method for marking the instrument dial layout



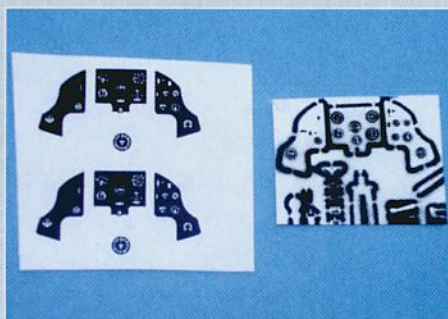
The basic, but highly detailed, resin cockpit parts



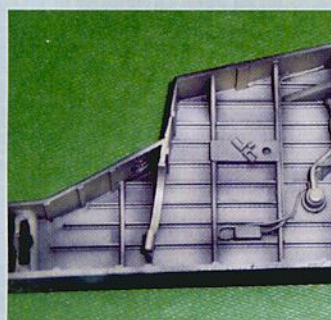
Adding knobs to the brass levers from PVA glue



Note the square knobs on the throttle quadrant



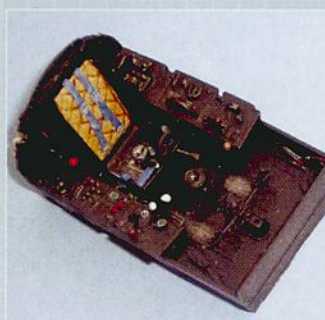
Photocopy instrument dials and David's Mike Grant Decals substitutes



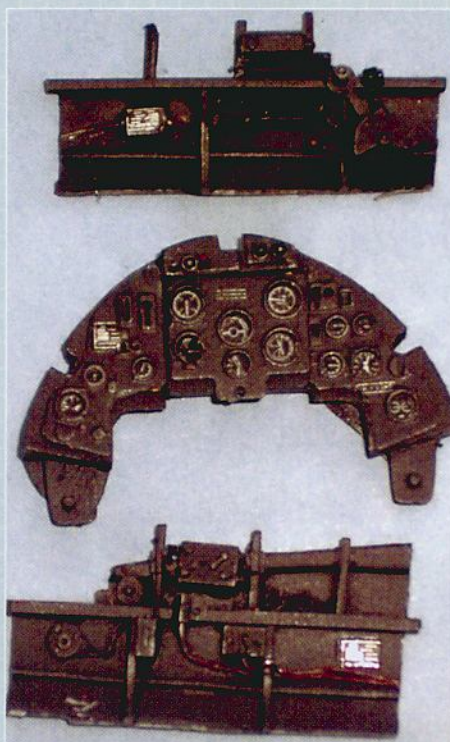
All this is cast detail, amazing!



Are you a leg man?



Completed cockpit parts, instrument panel and sidewalls



thin plasticard sheet behind the etched brass before I applied the black finish. This left the position of the dials clearly marked for the decals. The completed dial faces were then glued into position in the sandwich, and once the glue had cured I applied a very small amount of Johnson Klear to produce the dials' glass faces.

So to the pilot's seat, which again was painted black, and the seat cushion in a light tan with a dark brown wash to emphasise the cast texture. For the harnesses I decided to use the kit's one-piece brass belts. While these were usually brown or green, there is a precedent for dark blue being used on in Fleet Air Arm aircraft of this period, so that was how I painted mine, to add a much needed splash of colour to the cockpit.

Another item I assembled at this time was the gunsight. This is really well detailed, combining brass, resin and clear plastic sheet, but once assembled and painted you need to

put it aside for fitting once the cockpit has been installed in the fuselage. This is the next step and it is important that you follow the instructions closely as there is a knack to inserting the completed cockpit through the opening in the lower fuselage then rotating it 180° until it locks into place. This is clearly illustrated in the instructions.

It was now time to start on the wings and undercarriage bays and here you need to decide whether you want to fold the wings and drop the flaps. I was a bit concerned about cutting up a £100 kit, and while the instructions make the process look simple I chickened out, though I've promised myself that I will fold the wings on my next Sea Fury.

The undercarriage bay is very well detailed and benefits from careful painting. Although much pipework is supplied you could add more using reference photos, but be aware that many civilianised Sea Furies have had

their bays 'decluttered' from original service appearance. I gave my bay an overall coat of matt black before lightly applying a coat of Gunze Sanyo Sky over the black until I had a lightly shadowed effect that can be seen in the accompanying photographs. I next painted some of the details using aluminium and black, with ID stripes of red, yellow and blue on the pipework. I used some of the data placards from Mike Grant's instrument decal sheet on some of the electrical boxes and then applied a light black wash to lift out the cast detail.

Winging it

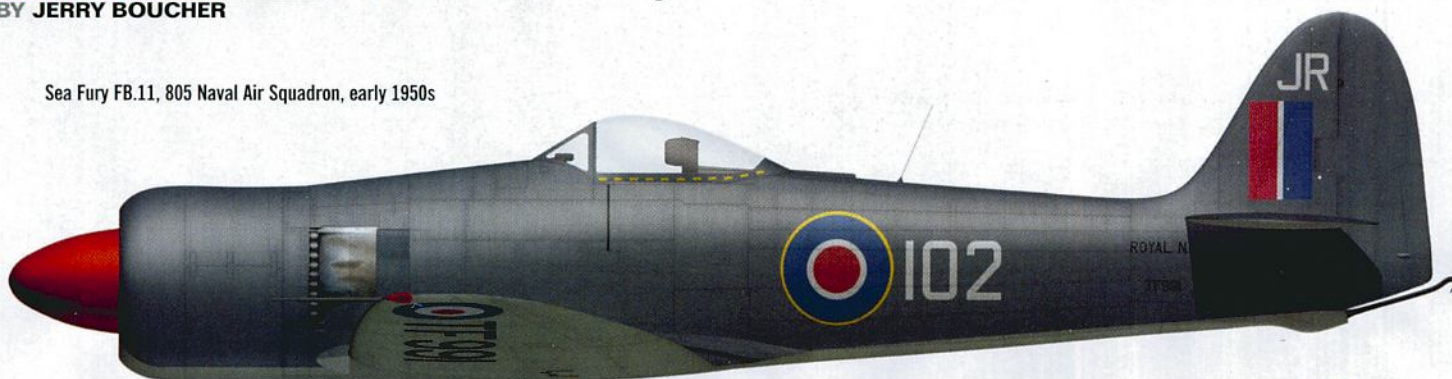
Attention now turned to the main wing where some minor cleaning up was required around the air intakes leading-edges. You can improve the fit of the undercarriage bay to the lower wing by scraping away any high spots with the edge of a scalpel blade. The wing and undercarriage bays were then superglued together in stages.

The instructions point out that the wing parts are very flexible until they have been joined, so slow work is needed to get a good fit.

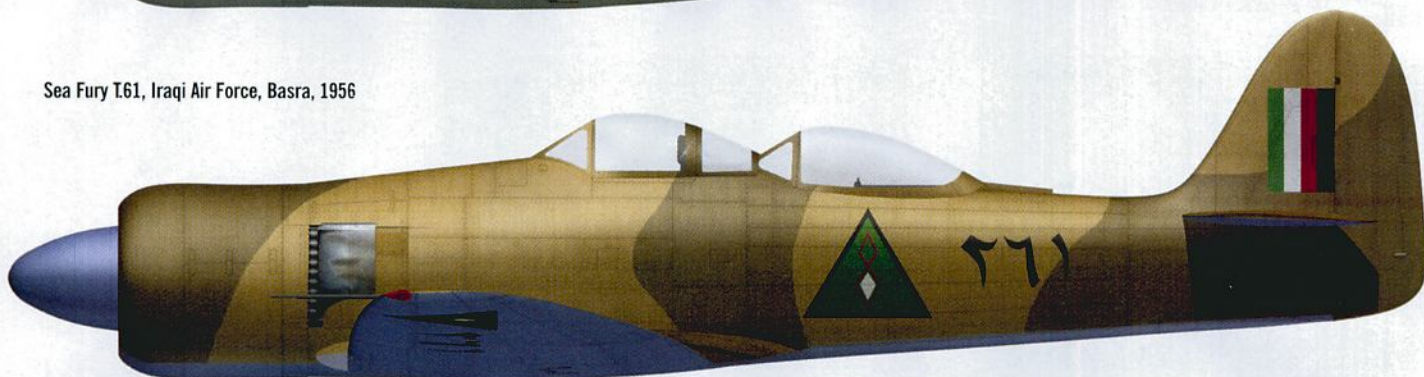
A first for a Fisher kit in my experience was that a small amount of filler was needed. There was a gap on the lower surfaces between the outer and inner wing panels, so to fill it I applied some masking tape to either side to prevent filler getting into the engraved panel lines, then formed some Milliput into a long roll which was pressed into the joint and excess removed with a wet finger. This left a near spotless seam, but just to be sure, once the Milliput had set I applied some typewriter correction fluid along the join and then used various grades of Micro-mesh sanding sticks to achieve a perfect finish that matched the surrounding resin.

While working on the wings I installed the cannon barrels and photo-etch oil cooler screens. As noted in the instructions these are slightly

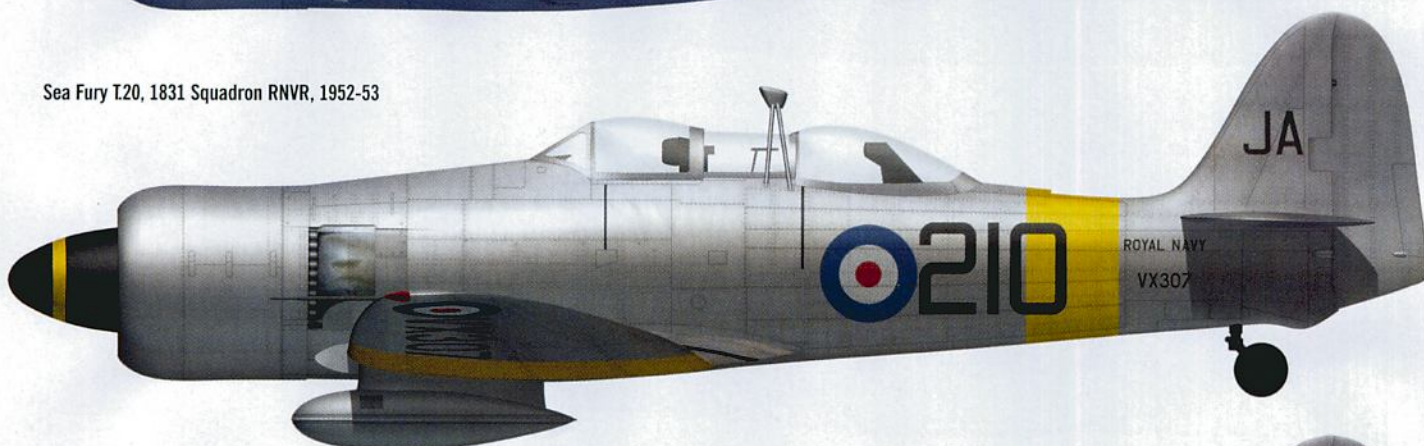
Sea Fury FB.11, 805 Naval Air Squadron, early 1950s



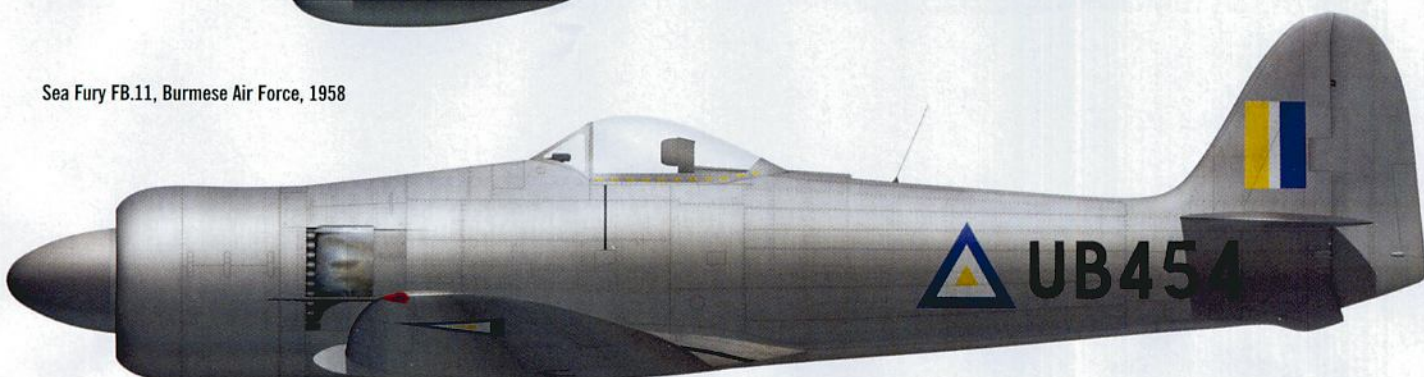
Sea Fury T.61, Iraqi Air Force, Basra, 1956



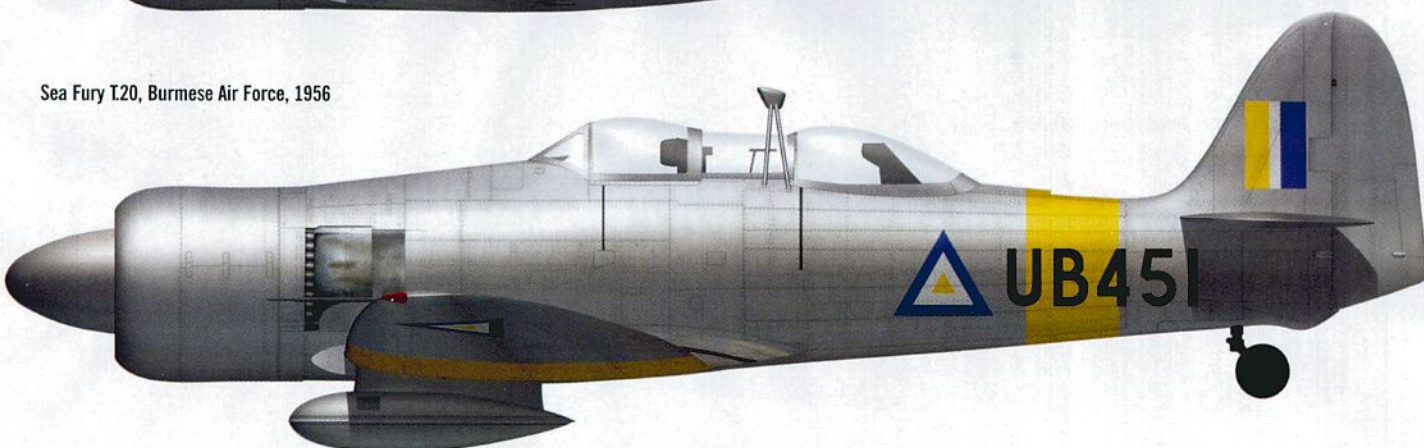
Sea Fury T.20, 1831 Squadron RNVR, 1952-53



Sea Fury FB.11, Burmese Air Force, 1958

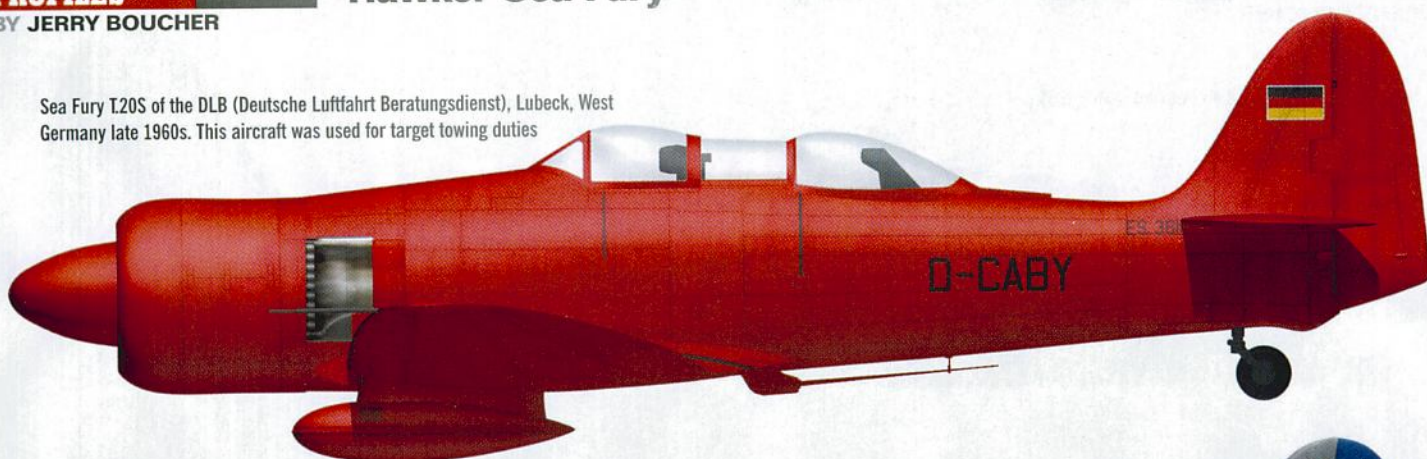


Sea Fury T.20, Burmese Air Force, 1956



Hawker Sea Fury

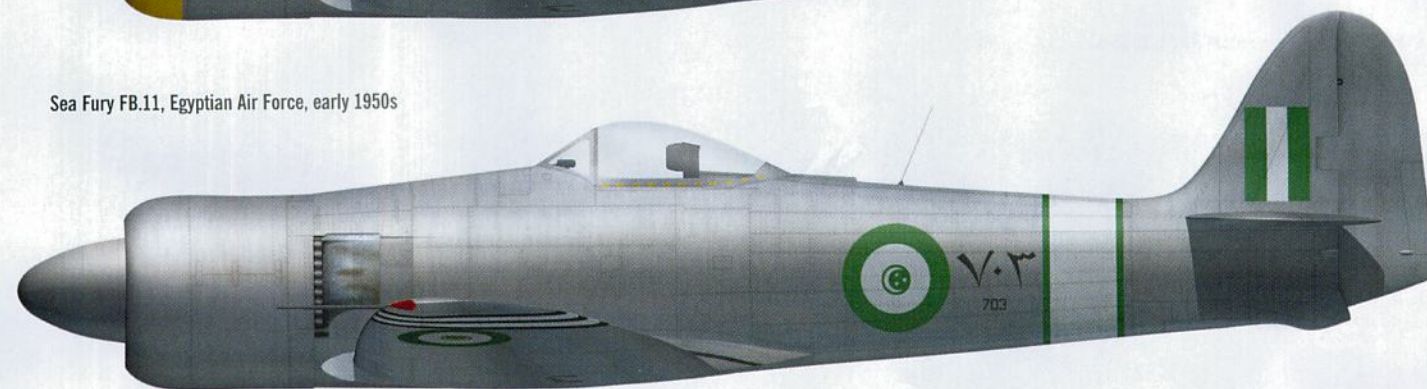
Sea Fury T20S of the DLB (Deutsche Luftfahrt Beratungsdienst), Lubeck, West Germany late 1960s. This aircraft was used for target towing duties



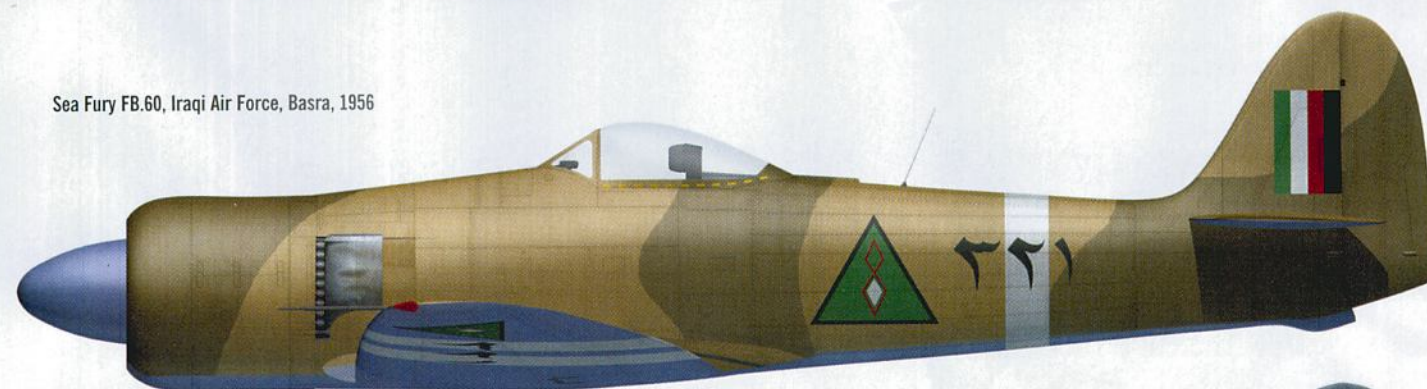
Sea Fury FB.11, Cuban Air Force, 1958



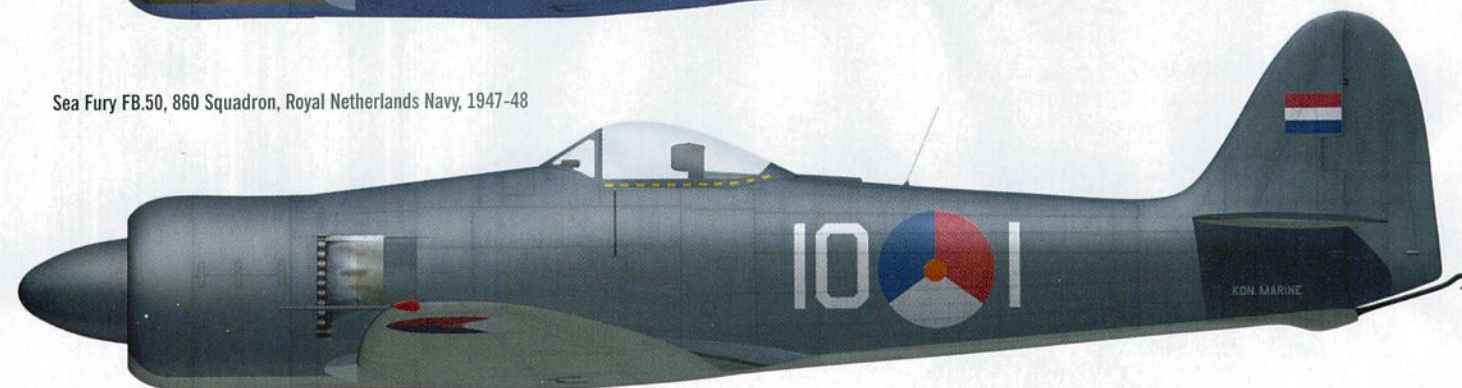
Sea Fury FB.11, Egyptian Air Force, early 1950s



Sea Fury FB.60, Iraqi Air Force, Basra, 1956



Sea Fury FB.50, 860 Squadron, Royal Netherlands Navy, 1947-48



Hawker Sea Fury

Sea Fury FB.51, 860 Squadron, Royal Netherlands Navy, 1953. This aircraft was part of the 'Aerobats' display team



Sea Fury FB.11, 736/738 NAS, Naval Air Fighter School, RNAS Culdrose, early 1950s. This aircraft is fitted with rocket-assisted take-off (RATO) gear



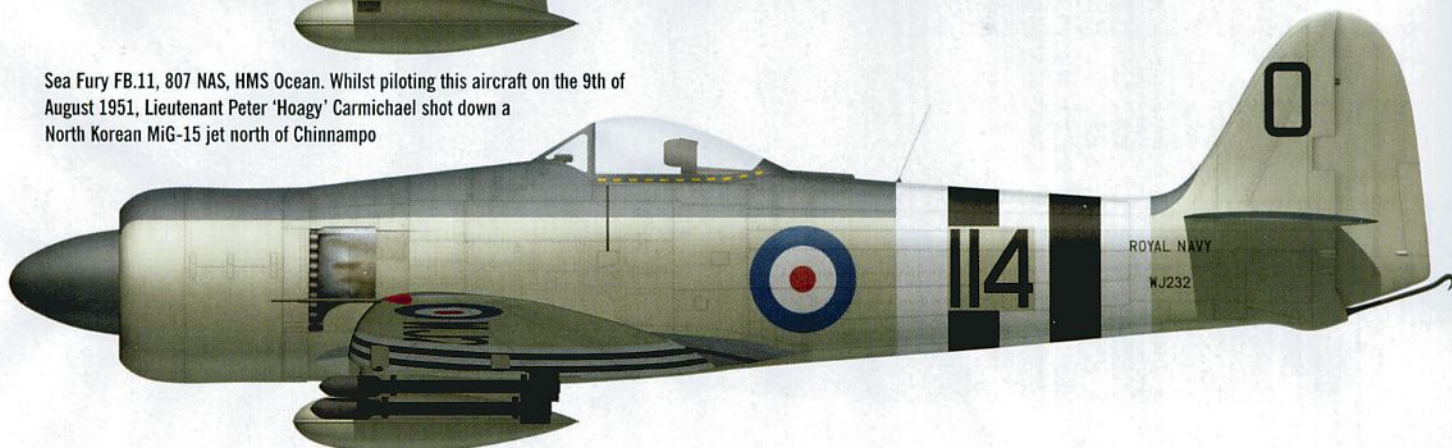
Sea Fury FB.11, 898 NAS, HMS Theseus, operating during the Korean War



Sea Fury FB.11, 871 NAS, Royal Canadian Navy, 1950s



Sea Fury FB.11, 807 NAS, HMS Ocean. Whilst piloting this aircraft on the 9th of August 1951, Lieutenant Peter 'Hoagy' Carmichael shot down a North Korean MiG-15 jet north of Chinnampo

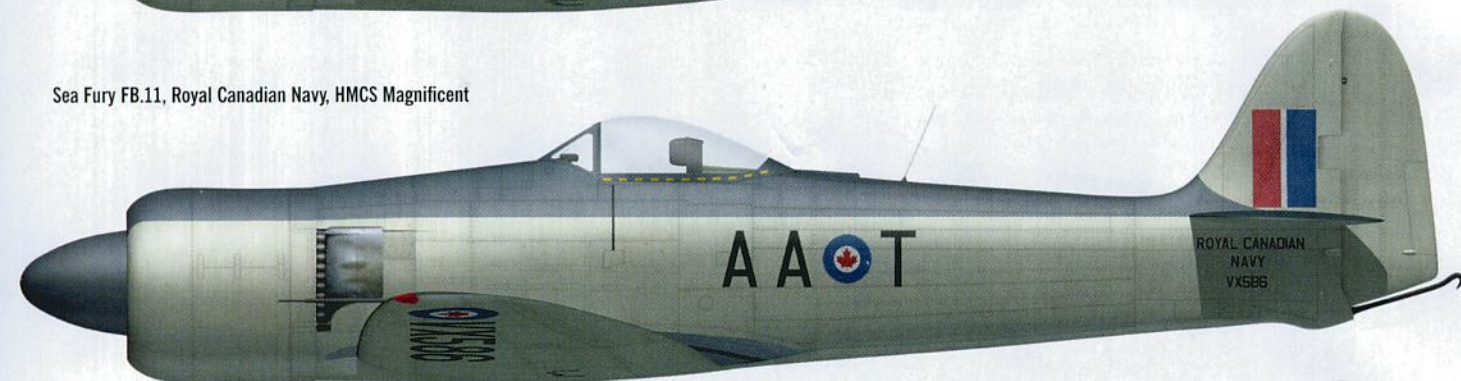


Hawker Sea Fury

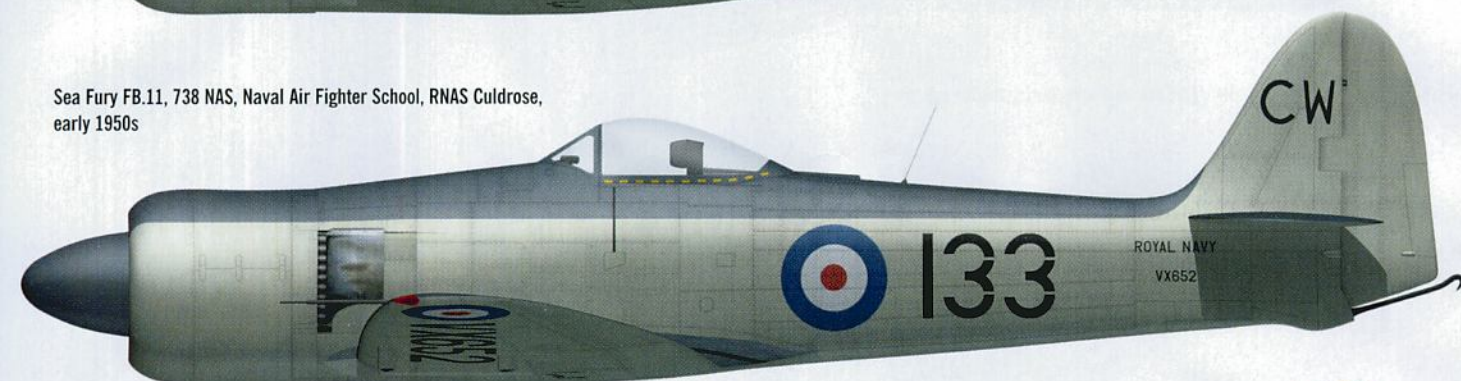
Sea Fury FB.11, Royal Australian Navy, Nowra



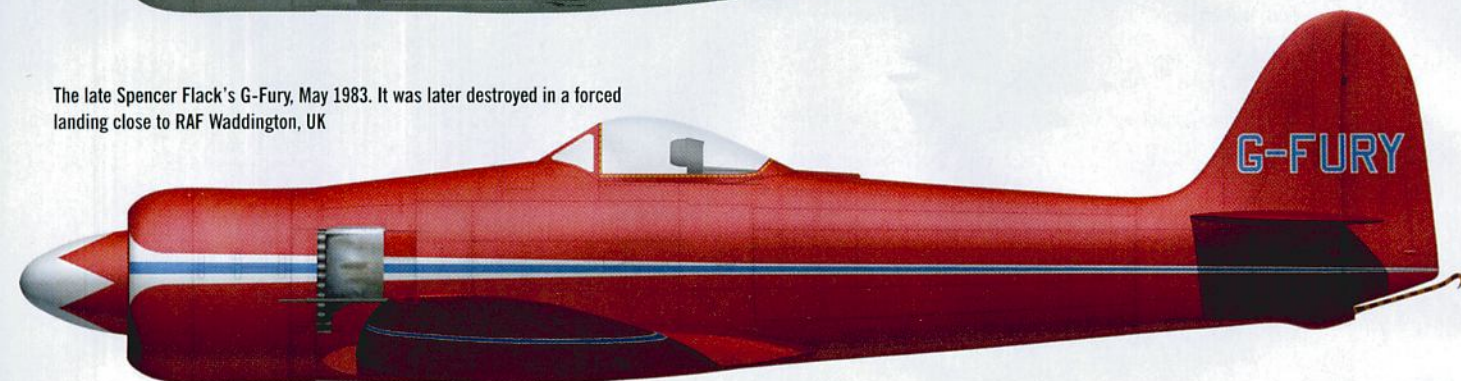
Sea Fury FB.11, Royal Canadian Navy, HMCS Magnificent



Sea Fury FB.11, 738 NAS, Naval Air Fighter School, RNAS Culdrose, early 1950s

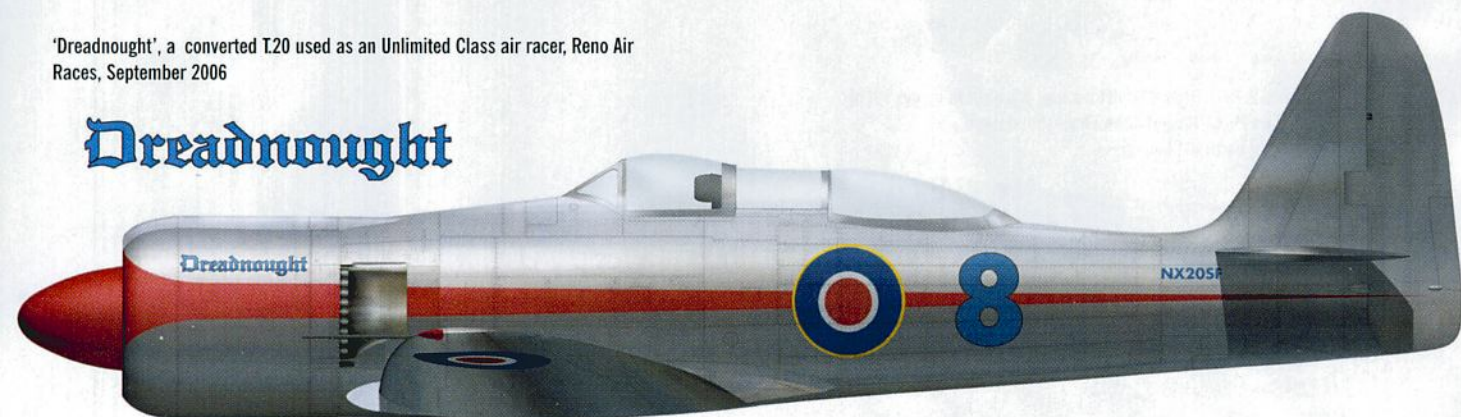


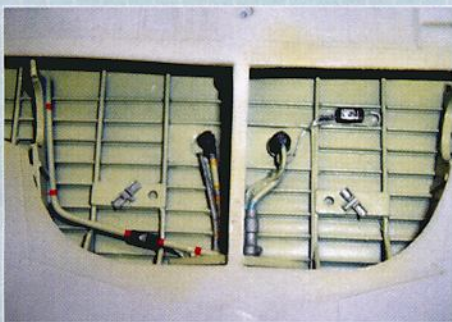
The late Spencer Flack's G-Fury, May 1983. It was later destroyed in a forced landing close to RAF Waddington, UK



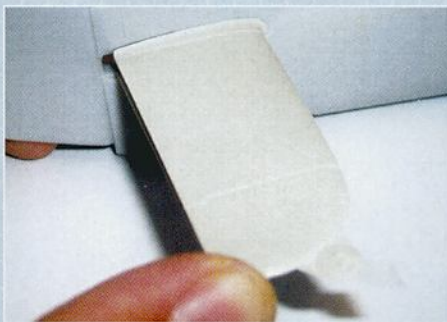
'Dreadnought', a converted T.20 used as an Unlimited Class air racer, Reno Air Races, September 2006

Dreadnought

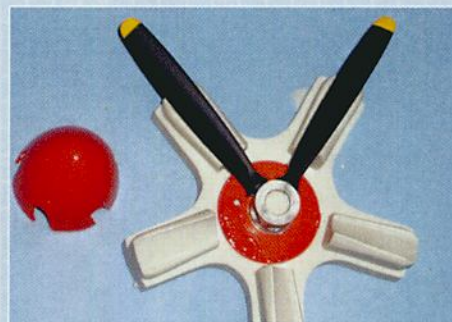




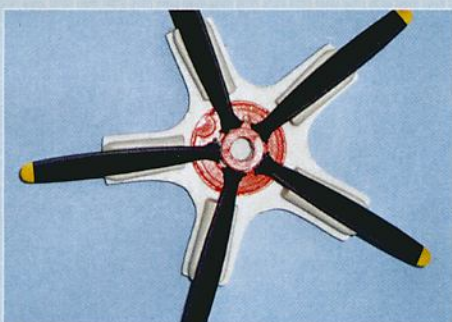
Applying Sky Type S over the pre-shading in the undercarriage wells



The tailplanes fit perfectly



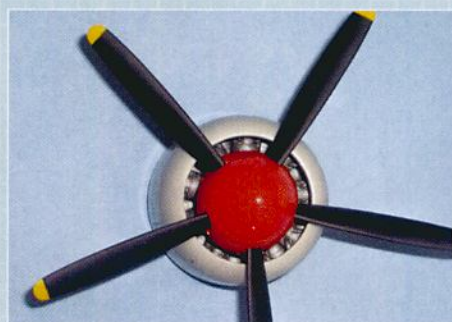
Foolproof (he thought) jig for assembling the five-blade Rotol propeller...



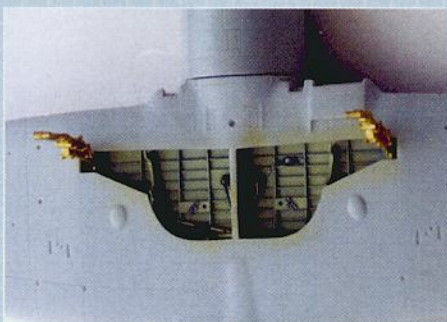
...and the moment of truth



Painted Bristol Centaurus engine is all but invisible once the propeller and its large spinner are installed



Now it's all coming together



Test-fitting the brass undercarriage legs



Pre-shading in preparation for painting

oversize and must be trimmed by 17 mm to fit the recess in the wing. The two carburettor intakes had a prominent seam line that was almost impossible to fill, so I decided to trim some very thin plasticard to shape and insert it through the intake after applying superglue to the inside face. This then acted as a blanking plate

over the joint line. In hindsight this operation would be a lot easier I had done it before joining the wing halves.

The wing was now joined to the fuselage and only required a small amount of work with a sanding stick on the rear wing to fuselage joint to get a perfect fit.

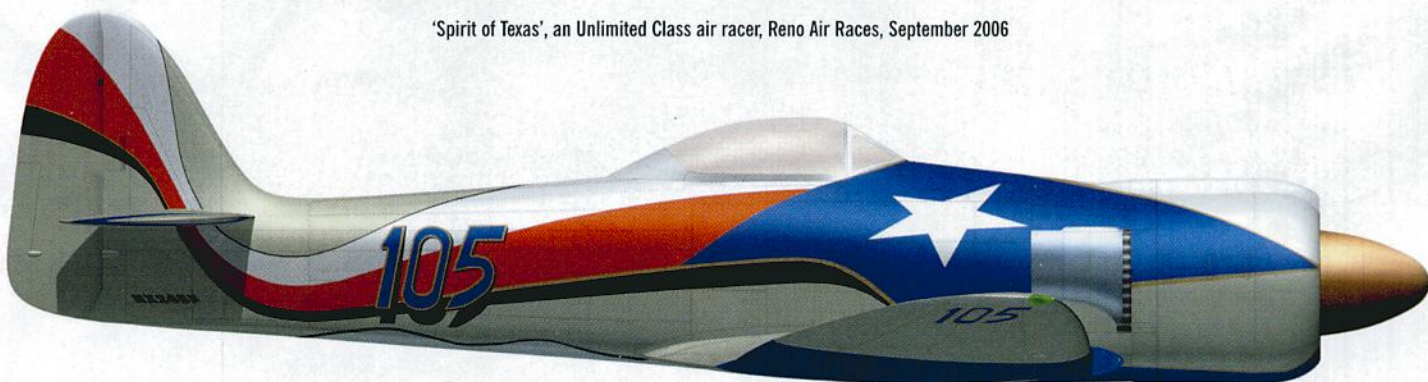
The last major assembly before

painting was the Bristol Centaurus engine and forward cowl. This is very simple as the engine will be all but invisible once assembled. I started by spraying the engine in Humbrol aluminium before applying a black wash to lift out the cast detail before attaching it to the cowl — a procedure made easy by moulded lips

on the inside of the cowl which ensure correct positioning.

The exhaust pipes are well cast, with hollowed-out ends. I painted them using a mix of brick red and gunmetal, but decided not to fit them until I had painted the main airframe colours. I temporarily attached the cowl using Blu-Tack.

'Spirit of Texas', an Unlimited Class air racer, Reno Air Races, September 2006

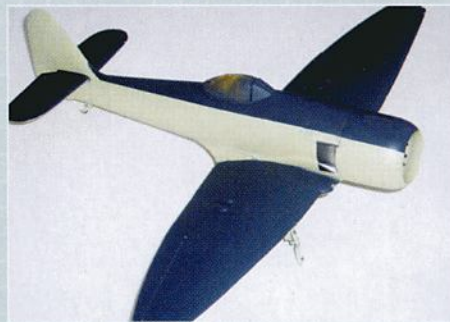




Masking the Sky paint ready for the Extra Dark Sea Grey



Separate tyre and hubs — a really nice touch



If the masking has worked this is what you should get. Yes, looking good!



Etched brass oil cooler parts and thin plasticard fill the leading-edge intakes



Three stages to perfect rockets



Admiring glances on the model's first outing, at IPMS Scale Modelworld, Telford 2006

Going Dutch

Six markings options are provided:

1. Sea Fury FB.11 VR943/105-R, 801 NAS, Royal Navy, aboard HMS *Glory*, Korea, 1951. This aircraft carried black-and-white Korean War stripes on the standard FAA scheme of Extra Dark Sea Grey over Sky.
2. Sea Fury FB.11 WJ232/114-O, 802 NAS, Royal Navy, aboard HMS *Ocean*, Korea, 1951, No Sea Fury kit would miss Lt Peter 'Hoagy' Carmichael's celebrated MiG-15-killer!
3. Sea Fury FB.11 VX690/BCH-O, 803 Sqn, Royal Canadian Navy, 1951. This aircraft and the following one were both painted Dark Sea Grey over Light Sea Grey. This machine had the front of its spinner finished in Roundel Blue.

4. Sea Fury FB.11 WV225/117, 871 Sqn, Royal Canadian Navy, 1953. This aircraft had a red-and-white 'tulip' pattern spinner with red lighting flashes on its underwing tanks.
5. Sea Fury FB.11 WH589/115-NW/VH-HFX, in Royal Australian Navy colours as preserved at Bankstown Airport, near Sydney, 1968. Overall dark blue. According to the Warpaint book this aircraft can be modelled with either a white or dark blue spinner.
6. Sea Fury FB.50 6-31, 3 Sqn, Royal Netherlands Navy. This aircraft is in the classic FAA scheme with a white spinner.

Up to this point I had not decided on my final colour scheme, torn between a Canadian, Australian or Dutch Sea Fury. In the end it was the Dutch Profiles book (see below) that made up my mind, as it contained some pictures of an 860 Squadron aircraft in the classic FAA Extra Dark Sea Grey and Sky scheme but with a

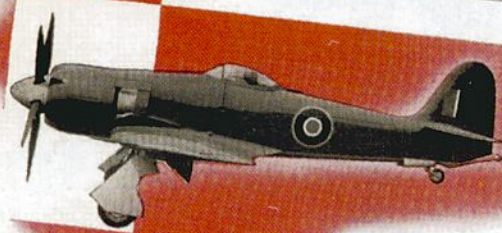
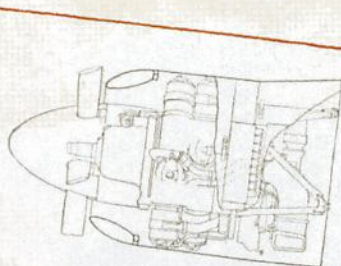
striking orange spinner. This was not an option on the kit sheet, but a simple reversal of the 3 Sqn '6-31' to '6-13' reassigned my model to 860 Sqn.

I will start with a word of warning before you start the painting process: give your model a good wash in soapy water to ensure that all mould release agents and greasy fingerprints have been removed. If you do not you may find that you have problems with the paint not sticking to the resin.

Masking is such an important part of airbrushing. Hitherto I have



The Hawker SEA FURY



... powered by a single Centaurus

The Hawker 'Sea Fury' is an excellent example of the suitability of the Bristol sleeve valve engine for carrier-borne fighters. Large numbers of this aircraft are in service all over the world, and production will continue. Its outstanding take-off and combat performance, and its long endurance, makes it particularly suitable for naval operations. Its all-round qualities have resulted in many also being employed as land based fighters. The aerodynamic design of the power plant is exceptionally clean, and an extremely low drag is achieved. Very little maintenance is required by the pilot, whatever climatic condition is encountered. Fully automatic carburettor is provided by the Hisham-B.A.E. simple air cooling system requires small attention from the pilot, and does not impose any restriction on aircraft manoeuvrability. The Centaurus 18 engine, used in the Sea Fury, has maximum power of 2370 B.H.P. at 4000 ft. (One blower) and 2410 B.H.P. at 18,500 ft. (Two blowers). Under cruising conditions, the specific fuel consumption is .43 lb./B.H.P./hr.

Bristol sleeve-valve engines for reliability and economy

THE BRISTOL AEROPLANE COMPANY LIMITED • ENGLAND



Sea Furies Strike

Sea Fury fighter aircraft of the Royal Navy made their first operational sortie when they attacked military targets at Chinnam Po, port for Pyongyang. With Firefly machines they operated from the light fleet carrier *Theseus*, which is relieving *H.M.S. Triumph*, due to return to Britain.

... powered by CENTAURUS

The 470 m.p.h. Sea Fury is one of the fastest piston engine aircraft in the world. It is in service with the Royal Navy, The Royal Canadian Navy, the Royal Australian Navy, the Pakistan Air Force, the Royal Netherlands Navy and in Egypt and Iraq.

Powered by a 2370 h.p. 'Bristol' Centaurus 18 sleeve-valve engine the Sea Fury has an excellent take-off performance, low fuel consumption, long range and endurance, features which make it very suitable for operation from aircraft carriers. Production of the Sea Fury continues...

Bristol CENTAURUS ENGINES POWER SEA FURIES

THE BRISTOL AEROPLANE COMPANY LIMITED • ENGLAND

Contemporary Sea Fury advertisements

always used Tamiya tape, but this is not cheap. Now I have found an alternative that can be used to mask large areas to prevent overspray. Go to your local DIY store and look for decorators' 'Seven-Day Masking Tape'. This blue-coloured low-tack tape is perfect for covering large areas, so you can reserve the thinner and much more expensive Tamiya tape exclusively for those areas where you have a colour demarcation. I also used Tamiya tape to mask off the clear sections on the resin transparencies before attaching them in place. The windscreen was fixed with superglue, while the sliding canopy was attached with PVA so that I could later remove it to pose it in the open position.

I started painting by applying thin black stripes to all the panel lines. On my larger scale models I prefer this subtle pre-shading to harsher black ink washes. Next I applied a number of light coats of Alclad magnesium to the panel to the rear of the exhaust pipes. Once this had dried it was masked with Tamiya tape before I started on the main scheme using Gunze Sangyo acrylics airbrushed after thinning 40/60 with isopropyl alcohol — cheap alternative to using the more widely available Tamiya thinners.

The paint was applied using an Iwata Eclipse airbrush with the airflow set at 12 psi. This is much lower than I have used previously, but following a demonstration at my local club I realised that most of my finish problems were due to using too high a pressure, which was causing the

acrylic paint to dry before it had reached the model.

I was very impressed with the Gunze Sangyo paints, which dried to a fine satin finish requiring no further preparation before decalling. At this stage I also painted some of the parts to be fitted later such as the matt black propellers with their yellow tips. To achieve symmetry with the yellow tips I laid the props on a scale rule and then lightly scribed a line four scale inches from the tips as a guide for painting.

Rocket rails, foot step, undercarriage legs, struts and doors were painted Sky, the spinner and backing plate were in orange from a Tamiya spray can that I had left over from a previous project, but since I had lost the cap I cannot tell you just what shade I used.

The decals were perfect in every way, easy to apply and settled down well into the engraved detail with Micro Sol and Set. Complete stencils are supplied, with a number of extra images for your spares box, and you get full placement diagrams unless you purchased one of the first 50 kits, in which case you can view them online at www.cybermodeler.com in their preview of the Sea Fury.

Prop strike!

You just know with my articles there will be a muck-up, so stand by, because this one was a corker!

I had removed the temporarily attached cowling and now fixed the exhaust pipes to its rear section before

installing it permanently. Then I turned to the one area that I would normally approach with much trepidation: the propellers and spinner. I frequently have severe problems setting the correct blade pitch and separation on propellers, but this kit has the answer an idiot-proof (I thought) jig which sets pitch angle and blade spacing. To begin assembly you attach the spinner backplate to a rod in the centre of the jig. Next the propeller blades are positioned into the holes in the backplate using the jig to set the

correct angles. I carried out a dry run and it worked perfectly, so I lightly applied superglue to the ends of the prop blades and once again it worked perfectly...until I tried to remove the assembly from the jig. When I had pushed the propeller blades into the backplate some of the superglue had squeezed through and bonded the whole assembly to the centre column of the jig.

The air turned blue, as I had pre-painted all the parts and did not want to damage the finish trying to





pull it apart. In the end I managed to unglue the parts by applying small amounts of superglue debonder applied with a paintbrush, and learned from my mistake that no idiot-proof system has yet been devised that I cannot override!

I now turned to the undercarriage, which is amazingly well detailed. The use of brass for the main and tailwheel legs means that they are very strong and should stand up well to the pressures of being taken around the model shows. I dressed up the legs with some data placards before gluing them in position, then attaching the struts and undercarriage doors. Tyres and hubs are supplied separately and can be painted individually before final assembly.

Finally, I turned to the stores. You get two drop tanks, two 500-lb bombs and six rockets. I chose to fit four rockets and the tanks, which are one piece castings. There was a scar on one of mine which needed careful

sanding to remove it without damaging the detail.

The rockets are very nice, with etched brass fins for which slots are cast into their rear sections to ensure perfect alignment. I painted the rockets black with green warheads. A small ALPS decal supplies stencils and warhead bands. Once rockets, pitot tube and pilot's foothold were attached the Sea Fury was finished.

Safely aboard

This model is the centrepiece of my collection and its smart scheme and high level of detail never fails to draw attention when it is displayed on my

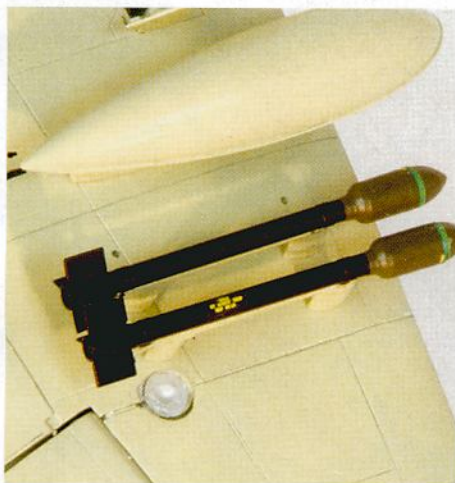


club's stand.

I thought it would be impossible to improve on Fisher's previous kits but I was wrong. This one redefines the standard for resin models. I cannot see how it could have been improved on in

any way, even with all the resources of a mainstream company. This quality has a price, of course: \$195 plus postage, which at the current favourable Sterling/Dollar exchange rate works out around £120. But if you work out the cost of a state-of-the-art injection-moulded model, then add on all the aftermarket sets and





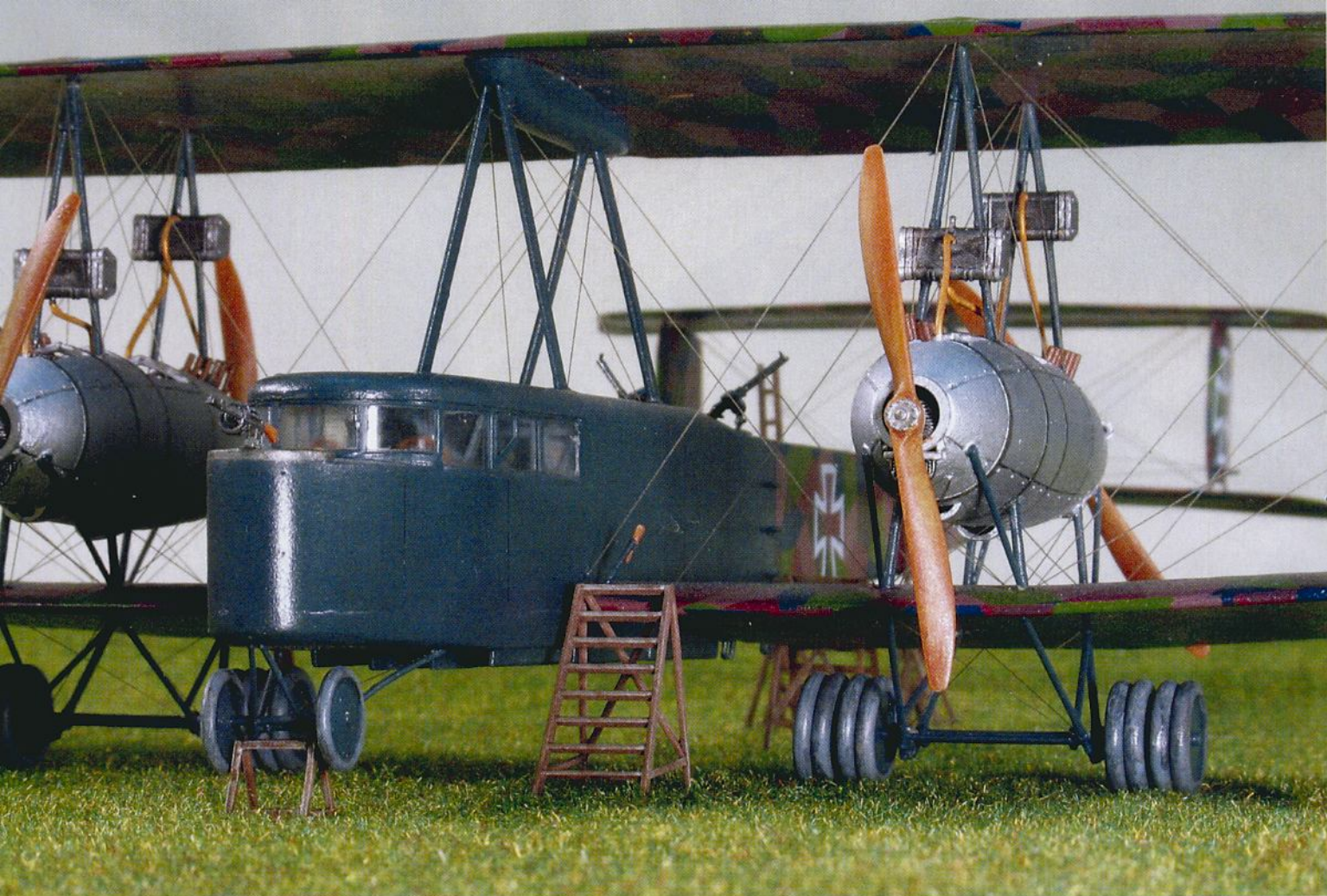
decals that you need to bring it up to this kit's standard you would undoubtedly pay more.

I unreservedly recommend this kit. The good news is that forward orders have been so strong that Paul Fisher is currently working on a second decal sheet to be sold separately which will include early FAA and RCN schemes plus Furies of Iraq and Egypt. A pilot figure and RATO set are also under preparation.

Our thanks to Paul Fisher for supplying an advance sample of this kit. This model can be ordered direct from the manufacturer online at <http://fishermodels.com/> or tel (530) 876 9900 0800 1600 PST.

SAMI





BUILD 1/72
BY DAVE HOOPER



Zeppelin Staaken R.VI

Scale: 1/72 Kit No: 055
Price: £49.99 Panel Lines: Recessed
Status: New Tooling Decal Options: 1
Type: Injection Moulded Plastic
Parts: Plastic 524, Clear 6
Manufacturer: Roden
UK Importer: Pocketbond



German Giant

Dave Hooper builds Roden's Zeppelin Staaken R.VI 'out of the (big) box'

Of all the fighting aircraft developed throughout the Great War, the German R-type *Riesenflugzeugen* bombers must rank among the most impressive achievements of the era. The brainchild of Graf von Zeppelin, who had the foresight to realise that his huge airships would become vulnerable to enemy aircraft attack, the R-types were designed for strategic bombing and as such their prime requisite was endurance. A programme to build such aircraft began in September 1914, based on pre-war attempts to construct an aircraft capable of making a transatlantic crossing. The result, VGO.1, first flew in April 1915, but lacked power and reliability from its three Maybach engines.

By September 1916, airship production began to subside, allowing the R-type development team to make use of vast airship hangers situated in the Berlin suburb of Staaken. Here they continued to develop the R-type concept building many variants, but it was the

Staaken R.VI that the *Idflieg* (Inspectorate of Aviation Troops) eventually chose for series production. Initially 15 aircraft were ordered for which production was spread between Staaken and three subcontractors: Schütte-Lanz, Aviatik and OAW (Albatros). A further three aircraft were later ordered from Aviatik, bringing the grand total of production aircraft to 18.

Two squadrons were formed specifically for R-types: Rfa 500 and Rfa 501. These served initially on the Russian front, based at Alt-Auz in Kurland. Later Rfa 501 moved to Ghent in Belgium and it is from here that the Staakens gained a fearsome reputation, bombing a host of British targets. In all, Rfa 501 took part in 11 raids on Britain — including three on London — between August 1917 and November 1918, without losing a single Staaken to enemy fire.

When the Armistice finally came, six of the 18 original Staakens remained. Only four of those lost had been shot down, the remaining casualties resulting from engine failures or landing accidents.

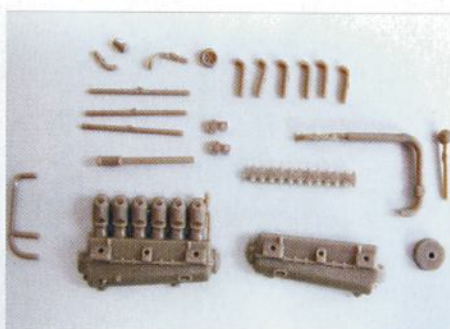
The Kit

On opening the large box my jaw dropped. I knew the Staaken was big but I have to admit to being somewhat unprepared for the visual reality of just how big this aircraft was. Inside the box were eleven sprues of crisply moulded light brown plastic containing over 460 parts, three A4 sheets of lozenge camouflage decal and a smaller decal sheet. The first thing that struck me when examining the parts was the sheer size of the wings. The area of each wing section is almost large enough to accommodate two-and-a-half 1/72 scale Sopwith Camels wing-to-wing along its surface.

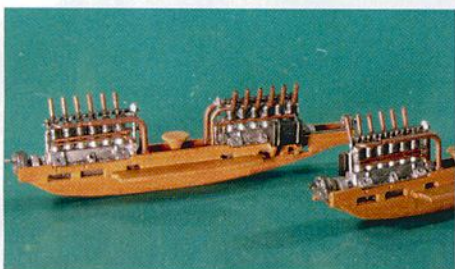
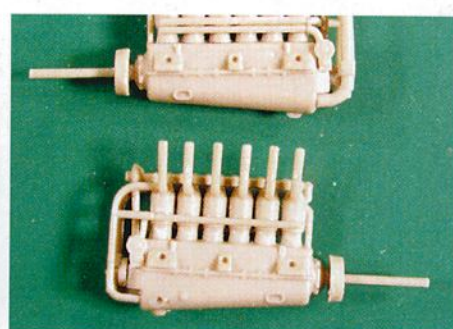
Closer examination of the plastic parts revealed a few pitfalls in the form of sink marks (some of which are very bad) and ejector pin marks, but nothing that couldn't be fixed with a little filler. There are a fair few unused parts in this release, suggesting more variants to follow in the future, including perhaps a naval version, and these include two pairs of Maybach engines.



Kit's jaw-dropping contents: eleven sprues containing some 460 parts



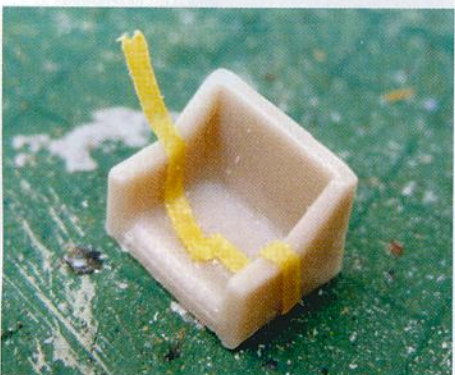
Four six-cylinder Mercedes engine "are little kits in their own right, made up of 23 highly detailed parts"



Completed engine gondolas — note mechanics' stations between the engines



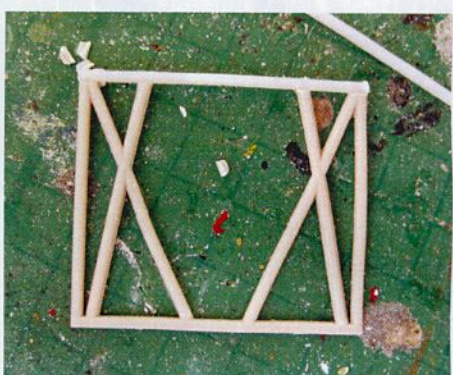
Bomb and underfloor bomb bay



Interior is only moderately detailed — pilot's seat seen here



One of the delicate fuselage frames was badly damaged as it came out of the box and had to be repaired with plastic rod



The three sheets of lozenge decal are probably going to be the most controversial part of the kit, and I suspect there has already been plenty of discussion in WWI aviation circles concerning their accuracy. Most R.VI Staakens had hand-painted splinter schemes as opposed to the standard types of printed fabric used on smaller aircraft of the period. It is therefore difficult to be too critical about Roden's choice of colours, although I believe that many Staakens were thought to have had a four-colour scheme as opposed to the five-colour scheme that is supplied. Care should be taken when handling these sheets if they are intended to be used, as they are easily damaged. Each lozenge sheet is protected by a piece of tracing paper that doubles as a template. After initial inspection of the parts I placed some of the sprues on top of the protected lozenge only to find a few days later that a few very small areas of lozenge had stuck to the tracing paper. Lesson learned; I thanked my lucky stars that the damage was not

more extensive.

The instructions are well set out, but I found it best to devise my own order of construction rather than follow the steps suggested. Also included are a rigging guide and a separate sheet that deals with colours. As with all Roden kits, Humbrol paint codes are quoted.

Construction

At the very beginning of this project I made a conscious decision to build the model directly from the box with as little modification as possible. Admittedly this was partly due to a lack of suitable reference material, as I did not have access to any definitive title on the type.

Another motivation for building 'straight from the box' was the lozenge camouflage. As far as I am aware the only suitable replacement for the kit's lozenge is produced by Americal/Gryphon. While use of these decals may result in a more accurate colour scheme, replacement would have been a very expensive proposition, as the Staaken would

require at least three A4 sheets of their lozenge decal. Another possible option involved hand painting the splinter lozenge (assuming I could find some reliable research on the colours) but I couldn't quite work up enough enthusiasm to go down that route.

This particular kit represents R27/16 which was built at Schütte-Lanz. This aircraft flew raids against Britain between January and March 1918, when it crash-landed in Belgium after its fuel lines had become frozen. It may be possible to build other Schütte-Lanz Staakens from the box but to do so would almost certainly require replacement lozenge (most Staakens were completely lozenged) and good reference material.

Engines

Work began in earnest on the four Mercedes engines. These are little kits in their own right, each being made up of 23 highly detailed parts. With so many parts, putting the engine together in the most logical order was largely a case of

trial and error which became easier with each subsequent engine.

The Staaken was unique in that a mechanic sat within each engine gondola. This must have been one of the most frightening and unpopular jobs in the German air force. One can only imagine what it would have felt like to be sat in such an exposed and lonely position during an air raid. Roden provide a small round stool for each mechanic's position, and these are fitted to the engine nacelle along with each pair of engines.

Interior

Initial work on the interior involved the underside of the flooring, where the ordnance was carried. Rather than fit the bombs to their mountings as sub-assemblies, as suggested in the instructions, it seemed more logical to me to fit the mountings directly to the flooring first.

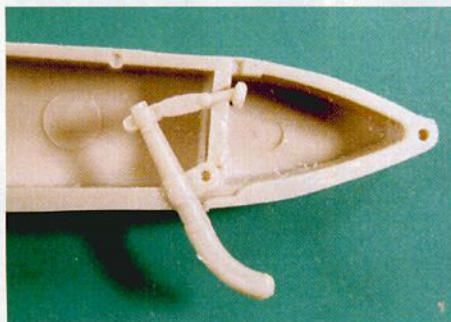
In comparison to the engines, the interior is only moderately detailed. The cockpit comprises pilot's and co-pilot's



Frames being built up on the fuselage floor



Ten fuel tanks fit amidships, but won't be seen once the fuselage is closed up



Tailskid is sandwiched between fuselage halves before assembly



Fuselage sidewalls taped together



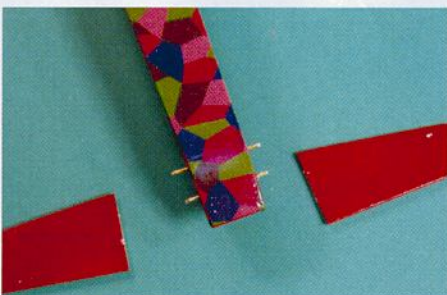
Front and side transparencies fitted "reasonably well" but side panels left a slight step when mated to the windscreen



Tamiya field blue and NATO brown were used as undercoat for forward and rear fuselage respectively prior to applying lozenge decals



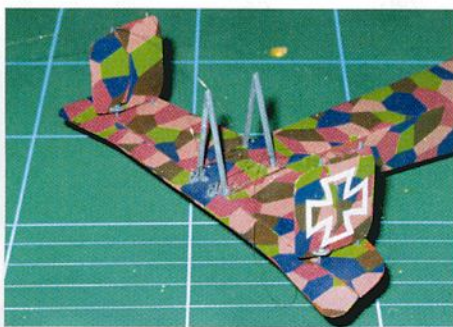
Roof section installed. Robust-looking lower wing location tabs gave Dave some concern about support for the large and heavy surfaces, but just proved adequate



Lower tailplanes' locating pins would have left the separate elevator shorter in span than the tailplanes, so Dave replaced them with brass rod



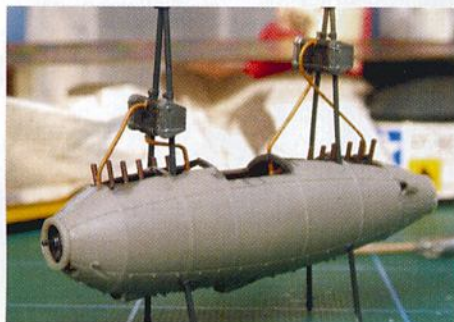
Lower wings during the lozenge decalling process, and installed



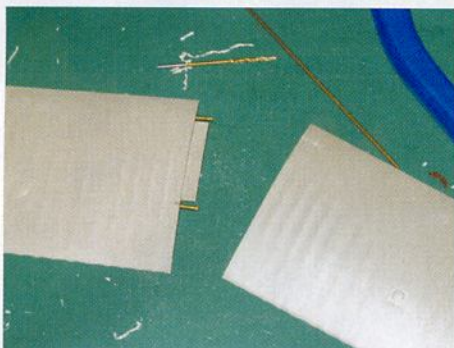
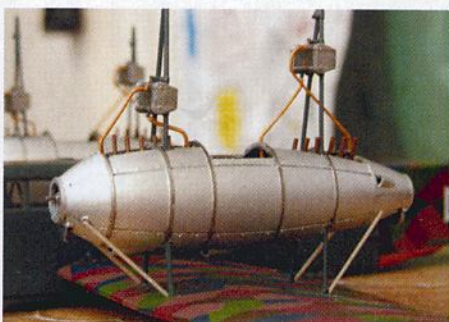
Biplane tail unit is supported by V-shaped struts. Dave used his favourite smoke-coloured invisible mending thread for rigging



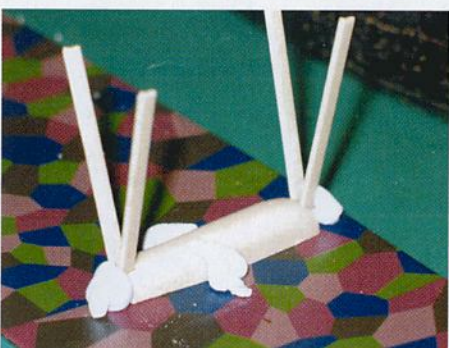
Completed engine gondolas and inter-wing support struts ready for installation in the nacelle halves



"Constructing the engine gondolas was most challenging. Many of the parts either didn't fit very well or showed up inadequacies in my modelling techniques"



Brass rod used to reinforce joint between upper wing halves



Blu-Tack used to determine positions of the cabane V-struts



seats, rudder pedals, control yokes and a compass. Behind that is the radio operator's section comprising a large radio and a chair. Finally, there are 10 fuel tanks, most of which won't be visible once the fuselage halves are closed. There is no sidewall detail and the nose gunner's position is notably empty. I built the interior up in an opposite order to that suggested in the instructions, beginning with the superstructure. One of the interior frames was badly damaged in the box and was repaired using plastic rod. The interior detail was then built up in sub-assemblies, painted and fitted into place. The only addition I made was to add masking tape seatbelts to the pilot's, co-pilot's and radio operator's seats.

Fuselage

The fuselage assembly comprises two halves, a belly and roof. Around these parts various windcreens and the nose gunner's deck are fitted. The first stage is to fit the interior section into the belly. The flooring does not fit too well and slight trimming was necessary to fit the

floor of the nose section flush with the belly. I did not get mine quite flush at the nose and regretted it later when the windows were fitted. Hindsight is a wonderful thing! Once the interior was installed it was relatively easy to fit the sidewalls. Again the fit wasn't perfect, requiring some reshaping around the wing slot. Once these parts were dry I filled and sanded the joints so that most of the sanding would be done before the transparencies were fitted. The fuselage required quite a bit of work in order to obtain smooth joints. There were also a few slight sink marks in the upper rear of the fuselage that needed filling.

The next step was to fit the nose gunner's deck before turning my attention to the windows. There are three main transparencies — front and sides. These fitted reasonably well, although the inward angle on the side transparencies was more severe than that of the sidewall, resulting in a slight step when fitted to the front window. I used PVA-based glue to bond the transparencies. All that remained was to

cement in place the roof section, which thankfully fitted well.

Once the fuselage section was cleaned up it was time for a spot of painting. Most of the aircraft is lozenge, so my first consideration was to find a suitable undercoat. The lozenge decals are very thin and quite translucent, so it's worth doing a few test runs on various coloured undercoats, as different shades and hues will affect the finished colour of the lozenge. I eventually chose Tamiya NATO brown as this appeared to darken the original colours of the lozenge without dulling them. For the forward fuselage section I chose Tamiya field blue, more for aesthetic than historical reasons.

Once painted and varnished I tentatively applied the lozenge decals to the rear of the fuselage. They worked reasonably well, although adhesion was poor and I had a few problems with very small pin-sized trappings of air which weren't noticeable until the decals had dried. Subsequent liberal lashings of Micro Set improved the situation but never completely eliminated the problem.

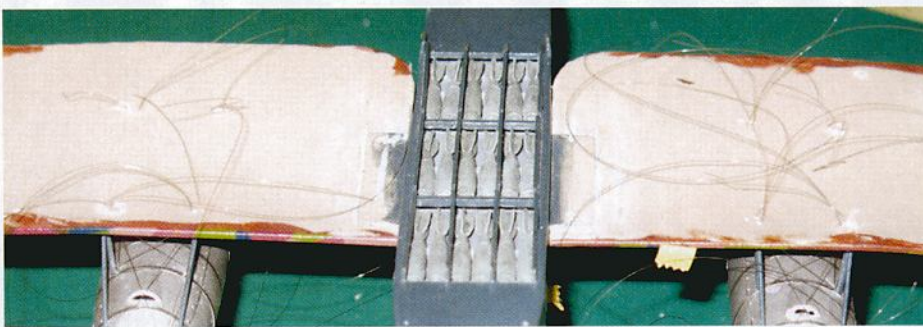
Lower tail and wings

The biplane tail configuration is unusual in that the surfaces are inverted, so what would normally be the upper side is the lower on the Staaken. The lower tailplanes are moulded with two small locating pins which have spacers intended to leave a gap between the tail and the fuselage. However, when dry-fitting the tail section I found that the elevator was shorter than the spaced tails, which therefore had to be brought in closer to the fuselage. As the pins were delicate I replaced them with brass rod passed through the recesses in each side of the airframe. It was then a simple case of replacing the original pins on the tail with holes. At this point the upper sides of the lower tailplanes were painted, varnished and lozenge.

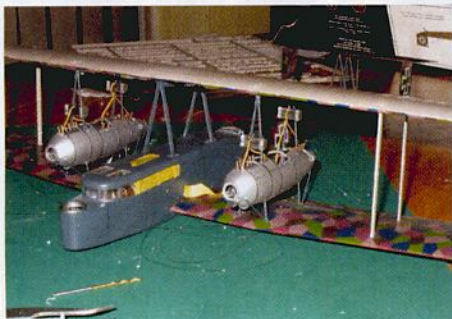
The wings have massive area, making them a very heavy proposition. I would normally have reinforced their joints, but the positions of the wings and construction of the fuselage is such that there is nowhere to put any reinforcement unless you omit the bomb load and close



Engine gondolas installed



"Time to bite the bullet" — installing the upper wing onto the cabane and engine gondola struts. Dave did this with the model inverted so as to reduce stress on the suspect lower wing joints



The rigging process took several nights, with masking tape used to check positioning before cementing. Lower surfaces of bottom wing and upper surface of top have yet to have lozenge decals applied



Rigging attachment points cleaned up and lozenge, ready for aileron installation

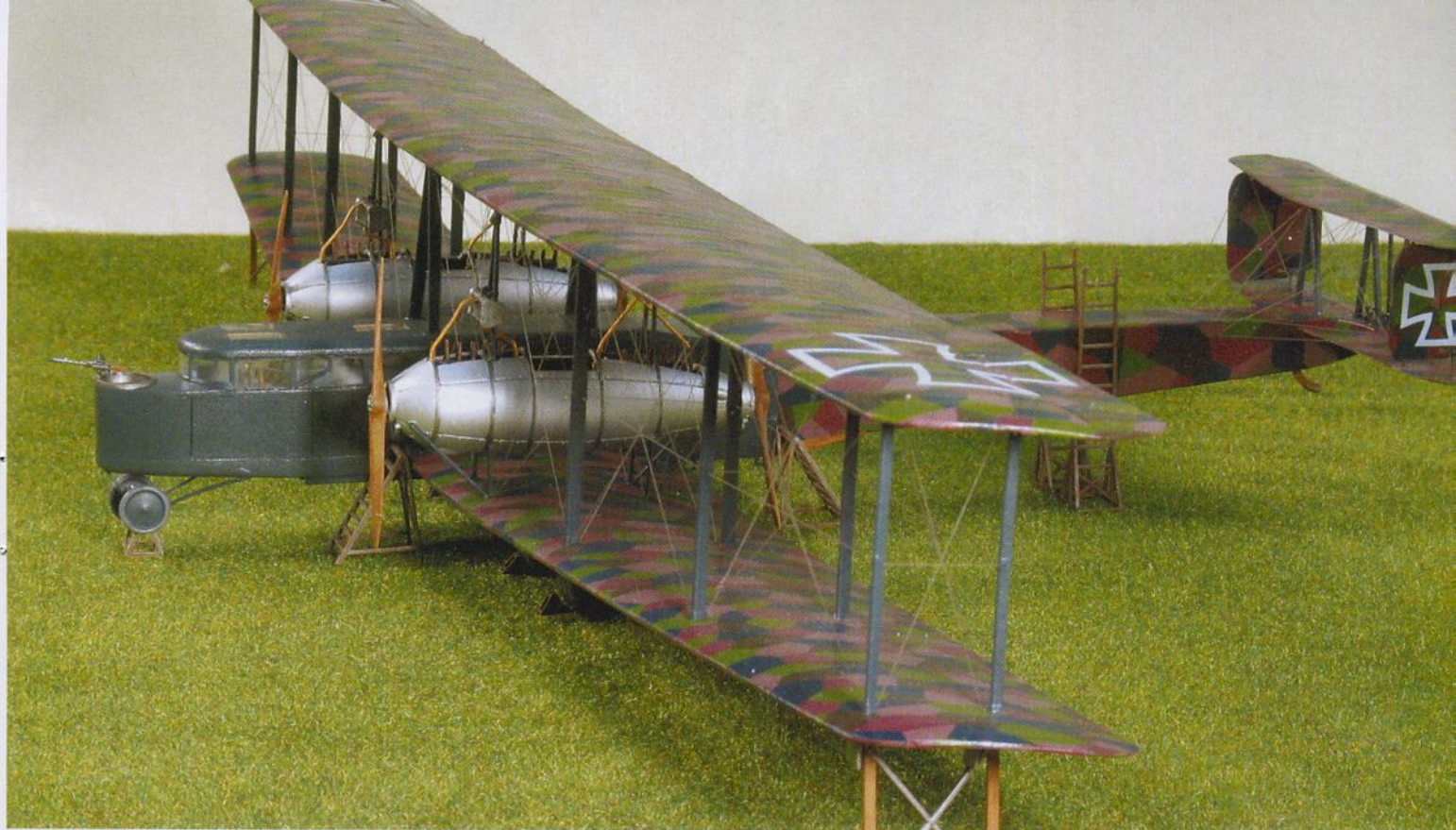


Undercarriage struts are thin, but once fitted and rigged give adequate support to the heavy model

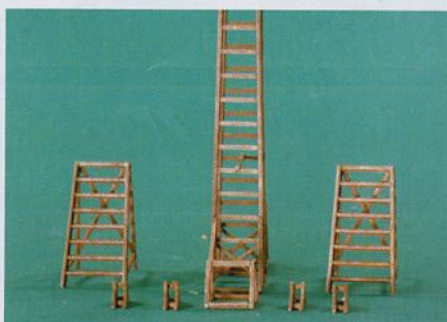


Each main undercarriage has eight wheels

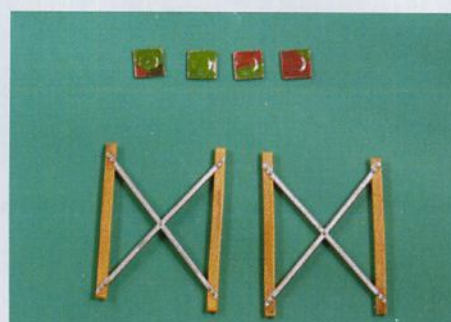




Care is needed to ensure that tractor and pusher propellers are installed on the appropriate engines and rotate in the correct sense



Ladders, wheel chocks and X-shaped supports for the Zeppelin Staaken's wingtips are supplied in the kit



the bomb bay doors. The wings' location tabs looked quite robust so I decided to attach them without reinforcement. Once glued in place some slight sagging was noticeable, but I hoped that a combination of careful attachment of the upper wing and rigging would be enough to correct this. The upper surfaces of the wings were then painted NATO brown, varnished and decaled before drilling out rigging location holes.

Back to the tail. Inverted V-shaped centre struts and pre-assembled (and finished) fins were fitted on to the lower tails and fuselage. The pre-lozenged upper tail was then positioned on top without difficulty. To rig the tail section I used my favourite smoke-coloured invisible mending thread, which may have been a little fine for such a large aircraft. Once dry, the excess thread was removed and the outer surfaces cleaned up prior to further painting and decaling.

Engine gondolas

Constructing the engine gondolas was without doubt the most challenging part

of this build. Many of the parts either didn't fit very well or showed up inadequacies in my modelling techniques (I suspect it was actually a combination of the two).

Problem 1: the location points at which the inverted V-shaped struts were supposed to fit were too far apart, resulting in misshapen struts. This was easily solved by moving the points closer together using a sharp knife and round file.

Problem 2: the engines' exhausts interfered with the path of the inverted V-shaped struts. This was difficult, as I could not simply move the engines, and I never really managed to solve the problem. In desperation I finally refitted the exhaust behind the struts — not an ideal solution, and I would be interested to hear if other modellers have experienced similar problems and how they tackled them.

Problem 3: the tail section of the gondola would not fit without some serious thinning down of the plastic.

Problem 4: the propeller shafts

needed to be repositioned to ensure that they were reasonably central once fitted into the gondola.

It's quite possible that most of these problems were interconnected, and the result of shortcomings on my part rather than entirely down to poorly fitting parts, but I suspect many Staaken modellers will encounter at least some of them.

Wings

The upper wing comes in two pieces which slot together in the centre. I reinforced these joints with brass rod, as the upper wing needed to be strong enough to offer some degree of support to that unreinforced lower wing.

The Staaken's wings were staggered, but the degree of stagger appears somewhat vague. Some photographs I have seen (including one in profile) suggest that the stagger was slight, while others give the impression that that it was more acute. Conversely, drawings range from severe stagger (as on the side of Roden's box) to virtually nothing (period plans found in *Jane's*

Aircraft of WWI). I had previously fitted the gondola's V-shaped struts at almost 90°, which gave the wings just slight stagger similar to that in my profile photograph. Modellers seeking greater stagger will need to adjust the angle of the V-shaped struts to preference. It's possible that this may alleviate a few of the problems I encountered with the fit of the gondola.

The cabane struts initially fit on to the upper wing, but there are no location points, so I spent quite a lot of time dry-fitting them using Blu-Tack before final positions were determined and the struts fitted permanently. It was then time to bite the bullet and fit the upper wing onto the cabane and engine gondola struts. This was done with the model inverted so as to put less stress on the lower wing joints while the cement cured. After leaving the assembly overnight the remaining struts were fitted.

Over the next few nights the wings were rigged using invisible mending thread. I always use masking tape to fit



the rigging temporarily, enabling me to check that everything looks correct and nothing has been forgotten prior to committing to cement. After rigging, the unfinished side of each wing was cleaned up, painted and lozenge and the ailerons were installed.

Wheels [lots of them!] and finishing touches

The undercarriage struts are quite thin, but once fitted and rigged they give adequate support. The Zeppelin R.VI had no fewer than 18 wheels, eight on each main undercarriage unit and two under the nose. With all those wheels painted and fitted my model really was beginning to look like a Staaken!

Two framed X-shaped mounts

designed to support the tips of the wings when parked were fitted next, and to finish, four propellers and machine guns were installed. There is of course a difference between the forward (tractor) and rear (pusher) propellers, so it is important to check that they are fitted correctly — something I failed to do initially.

The kit provides two ladders, four wheel chocks, an axle mount for the nose gear and a tail mount which doubles up as a pair of ladders. All were painted with Tamiya Dark Earth and dry-brushed in various beiges and greys in an attempt to give the impression of aged and well-used wood.

Conclusion

So there you have it! One Zeppelin Staaken straight 'out of the box'. Great War modellers who couldn't quite muster up enough courage to build the old Contrail vacform will no doubt rejoice at this release, and there is plenty to smile about. The mouldings are up to Roden's usual high standards, with a few notable exceptions the parts fit is good, and even the supplied lozenge decal sheets are usable. The finished model would make an impressive centrepiece to any collection of WWI aviation subjects.

SAMI



**1/72
Scale**

RODEN

Staaken!

Strategic bomber. The term conjures horrific images of airborne leviathans raining death and destruction from on high. We often dismiss the pioneer examples of this potent weapon as ill-conceived 'kites' or 'string-bags,' but this is far from true. The vision of count Ferdinand von Zeppelin produced some of the most remarkable long-range aircraft of the Great War and one of the most successful heavy bombers of its day, the Zeppelin Staaken R.VI. The four-engine Staaken wrote a memorable page of aviation history during its service life (1917-1918), delivering over 27,000kg of ordinance yet suffering no losses to enemy action in the skies over Great Britain.

The R.VI featured a spacious fuselage with enclosed cockpit, a wingspan of 138 feet 5.5 inches (the B-29 Superfortress spanned 141 feet 3 inches) and a crew of 7 (including 2 mechanics stationed in the machine's streamlined outboard engine nacelles).

Zeppelin Staaken R. VI

The four engine Staaken, was the largest production German bomber of the Great War. 'R' Types (Riesenflugzeug) became the ultimate strategic aircraft of their day. The kit features a highly detailed airframe and fuselage interior. Markings are for one aircraft, R.27/16 of Riesenflugzeugabteilung 501, February 1918 including lozenge pattern camouflage.

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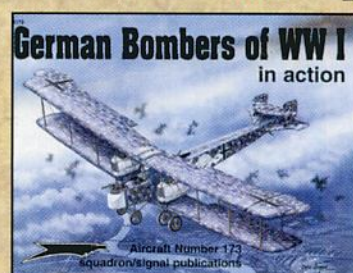
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Classic, clean lines of the early Starfighter are well illustrated by 55-2961, the seventh of 17 pre-production service trials YF-104As. This aircraft was transferred to NASA in 1956 and after many years service as NASA 818 is now preserved in the US National Air & Space Museum in Washington, D.C. (NASA)

Twinkle, Twinkle (Not So) Little Starfighter

Tom Hall dusts off a vintage 1/32 scale Hasegawa kit to build Lockheed's 'Missile With a Man in It'

Origin of the 'Missile With a Man in It' nickname is evident in this shot of a YF-104 with Lockheed test pilot Tony LeVier (Lockheed)



While browsing around shows or through modelling magazines I am often inspired by a particular model and in a sudden flush of enthusiasm purchase the relevant kit/accessories which then go into the pending file (read loft) where, more often than not, they remain undisturbed for years.

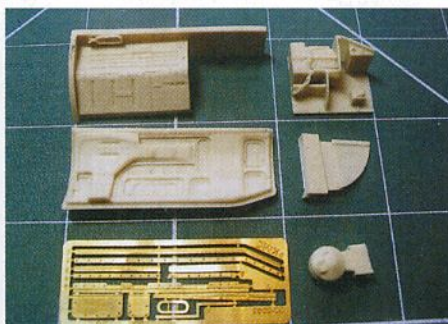
At some time during the last century I was moved to do this with Hasegawa's 1/32 kit of the Lockheed F-104C Starfighter.

With its long needle-nosed fuselage and minimal wing area, Lockheed dubbed the F-104 *Missile with a Man in It*. Definitely a good PR job. However, due to its unforgiving nature — particularly with inexperienced pilots — and extended arguments with overseas customers over the best ejection seat installation, it also quickly earned the less flattering title *Widow Maker*. Not such good PR.

Whatever view you take of the Starfighter as an aeroplane, no one can argue that it didn't look impressive. In a



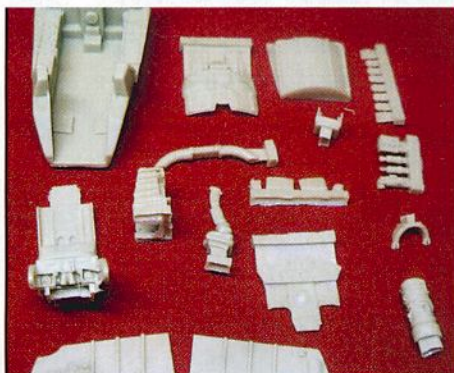
Kit box art



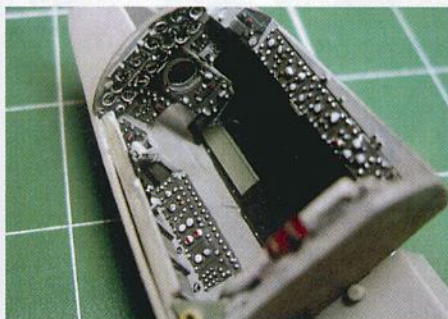
Well detailed KMC resin and etched avionics bay



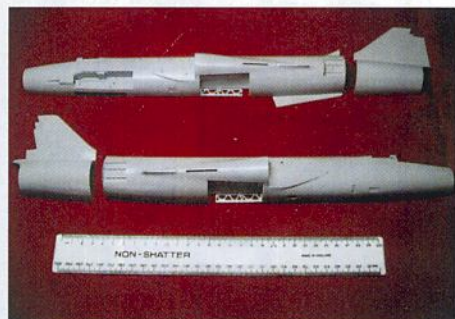
KMC's gun bay, Note optional 'canvas' dust shroud centre right



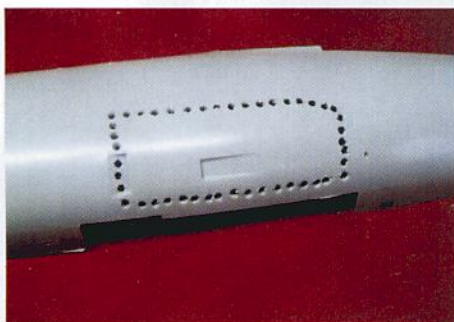
Verlinden Update set provides complete replacement cockpit



Painted cockpit tub with radar screen, instruments and switches picked out



This is a BIG model. Overall length without nose-mounted pitot probe is around 20 inches



Avionics bay access door chain-drilled prior to removal



Verlinden ejection seat painted and detailed



Completed cockpit

polished aluminium finish, even sitting dead on the ramp this aircraft looked fast. And fast it was, with a maximum speed well in excess of Mach 2.

Having focused in recent builds on WWII propeller jobs I was ready for a change, so the venerable F-104 kit was brought to the surface. In 1/32 scale the Starfighter is a big (well, *long* anyway) model. The final build length works out at over 20 inches without the nose-mounted pitot probe. There are four main sprues and the quality of the mouldings is typical Hasegawa — very good. Panel lines, given its vintage, were raised. Knowing my limitations, but with slight feelings of guilt, I decided to leave them that way. I bought my kit from a private collector and the original decal sheet was missing. The instruction sheet was printed only in Japanese but the illustrations were clear and self-explanatory, and as I tend to glance at instructions only after making a mistake, I didn't regard the lack of translation as a major problem.

At the time of the original purchase

I was obviously feeling sufficiently inspired that I had added the KMC gun bay and avionics detail sets as well as the relevant Verlinden Update to the kit. All these resin sets are very nicely detailed, the Verlinden one having a complete replacement cockpit, but also duplicating the General Electric M-61 six-barrel cannon (but not the hatches) of the KMC set. The kit, as supplied, also comes with an open gun bay to display the cannon so now I had three items of hardware to choose from when I came to tackle this section of the build.

While wandering around Aladdin's Cave (aka Hannants, Lowestoft) I had at some time or other also picked up an early version of an Eduard etched detail set which had frets mainly for the cockpit and canopy.

So, I had all the necessary bits and pieces, but how would they go together?

Construction

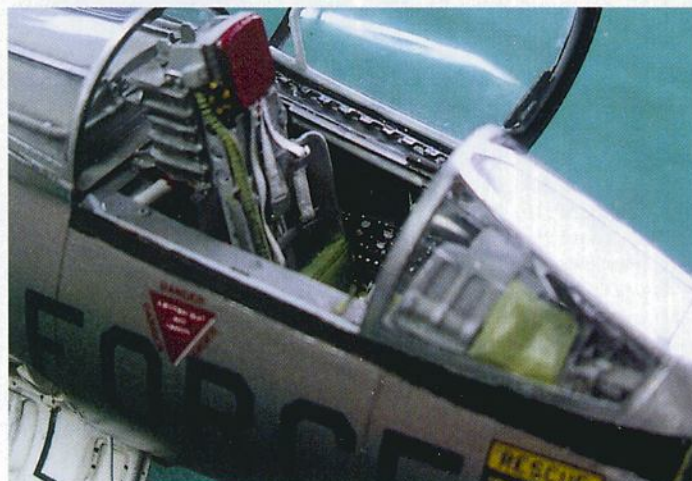
As usual, the instruction sheet starts with the cockpit, which, in my case,

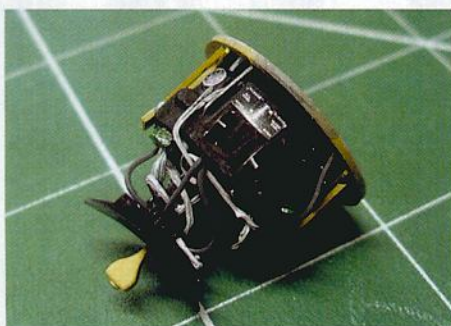
meant using the Verlinden set. This is a complete replacement tub and seat. The only surgery necessary was the removal of some detail from the internal fuselage walls and the rear coving/headrest at the rear of the kit's cockpit.

Construction was trouble-free and the fine detail of the Verlinden set responded well to careful painting. (The

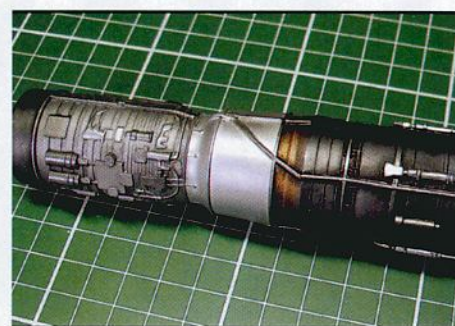
beauty of 1/32 scale is that even my failing eyesight can see most of the detail. If only my hands were steadier.) The Verlinden ejection seat is a combination of resin and etched parts and makes up nicely with the addition of belts and buckles.

As supplied, the kit is not designed to show the open avionics bay, so the

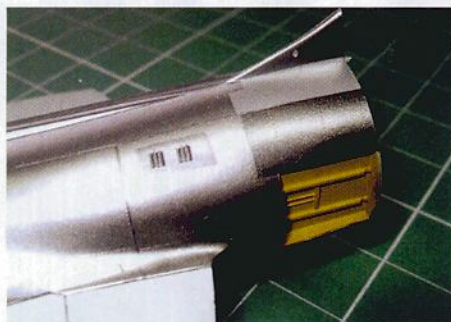




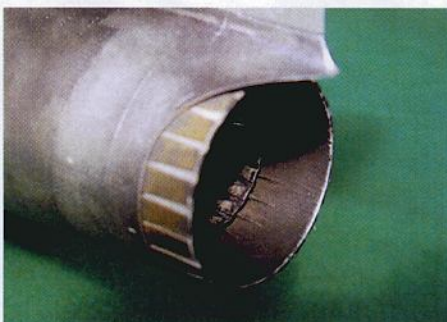
Fine wire and rubber detailing greatly enhance the radar installation



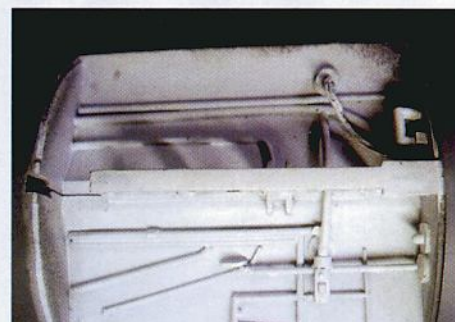
J79 engine, though later to be hidden within Tom's finished model, was painted and highlighted



Panels on the rear fuselage sprayed in different shades of Alclad



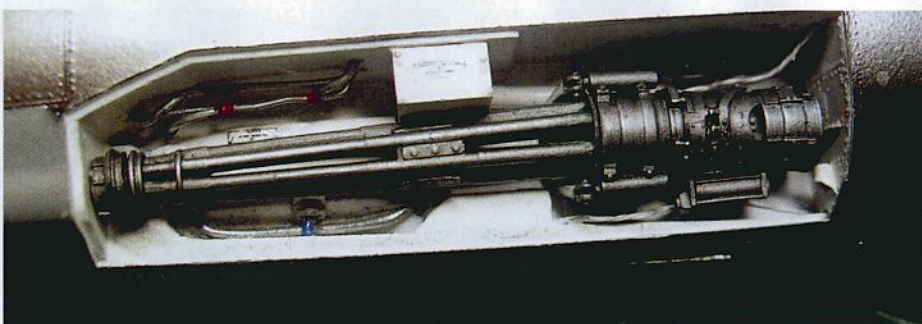
Tailcone/exhaust petals were enhanced with plasticard detailing



Main undercarriage bays were detailed, though much would later be hidden by semi-closed doors



Gun bay being detailed prior to installation of KMC's six-barrel GE M-61 cannon



appropriate hatch was first drilled and then carefully cut away. Before the fuselage halves were joined the KMC avionics/oxygen bay resin inserts were given a spray of Halford's white primer and then fitted behind the prepared opening.

Hasegawa have included a nicely detailed GE J79 engine, and the fuselage sections incorporate a frame into which it is intended to fit. In theory you can detach the tail unit from the finished model and impress your friends by exposing the wealth of internal engine detail. My previous attempts to combine a reasonable looking model with click-fit technology never seemed to quite work out, so I decided that when the time came, engine and tail section would be permanent fixtures.

The air intakes are each two-part assemblies which then attach quite neatly to the fuselage sides. The intake shock cones incorporate a bleed air slit which is not particularly pronounced on the kit parts so I built this up with Milliput before assembling the intakes but you do have to look hard to see the

results of this embellishment.

The basic airframe goes together quite quickly and easily. The tiny stub-wings on the Starfighter are each a one-piece moulding, and the tail unit, which has the fin incorporated into the rear fuselage section, is a large but simple assembly. It is the wealth of small detail which takes up the time (and patience) on this model. However, it does mean that you can put the airframe aside and work on each sub-unit separately as the mood takes you. So let's take a look at the various sub-assemblies and the potential for additional detail.

Radar

The kit provides a reasonably detailed but still basic radar, and as the nosecone should be able to push-fit over it I thought it worthwhile trying to make the radar look a bit more like the complex component that it really was.

Now one thing I have learned along the way is, that if you intend to add additional detail in the form of wire and tubing, adhesion and location is much

easier if you have predrilled locating holes. Consequently, I drilled a number of small holes into various points of the radar and inserted fine wire and rubber tubing of different thicknesses. Another thing I learned along the way is not to get too carried away here. The number of times I have added extra detail only to find that when you return to add it to the relevant kit part it will no longer fit! Despite this hard learned lesson I still got carried away and found that the nose cone would not slide over my finished masterpiece without considerable thinning of its internal wall.

Gun Bay

As mentioned earlier I had three cannon accessory sets available but I opted for the KMC one which is nicely done and goes together well. The six-gun rotating barrel assembly comes as three two-gun sections, and this needs a little care to ensure that it ends up circular. The shock absorbers and feed motor are supplied separately together with the mounting which attaches the gun to the back of the bay. An etched

fret gives detail to the rear fuselage frame. KMC give you the option of installing the cannon in what I assume is a dirt/dust shroud but it seemed a shame to hide all that nice detail. However, there is a nice photo in the *Lock-On Photo File* of the open shroud and when I came to the finishing-off stage I fashioned the two sections from fabric soaked in white glue. These were painted olive green, lightly dry-brushed with silver and then attached as per the reference.

A coat of gunmetal and silver highlighting gave a realistic finish to the weaponry, but when completed the length of the gun makes it a tight squeeze into the bay. My reference showed some additional pipework within the bay so again I fashioned this from fuse wire inserted into pre-drilled holes before fixing the gun in place.

Avionics Bay

This accessory is supplied as two major resin components, an oxygen bottle, resin bulkhead and a nicely detailed open hatch. The hatch is so finely



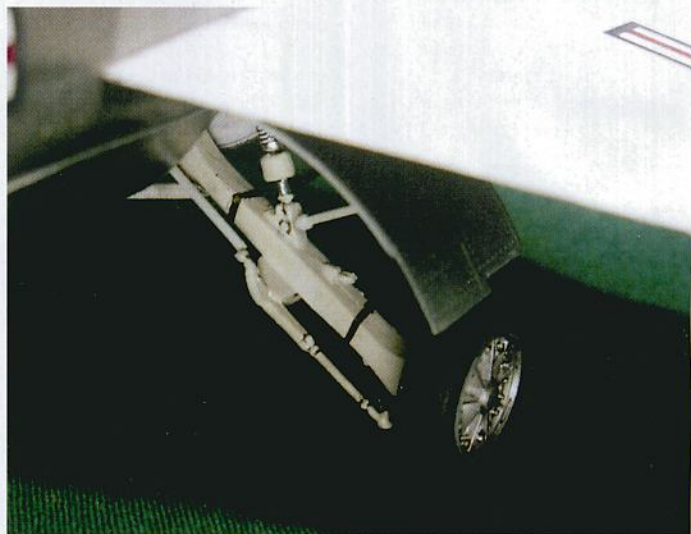
Cannon in situ. Note also bleed air slit built up within engine air intake



Completed avionics/oxygen bay



Close up of bleed air slit. Note also how Tom created 'panel lines' by applying very thin strips of masking tape during spraying



Main landing gear. Despite lack of bracing wire — missing from Tom's second hand kit — the plastic parts adequately support the large and heavy model

detailed that you could also open up two of the small hatches on the main hatch using the supplied etched fret! Maybe next time.

Most of the avionics detail is provided by rows of circuit breakers and I struggled to get these painted/highlighted in straight lines. Again, I added some additional wiring to further enhance the bay and painted the oxygen bottle aluminium.

Undercarriage

The main undercarriage is quite intricate, with a lot of fine detail. Hasegawa include a bracing/strengthening wire to insert into the main frame, but this was missing from my kit. Nonetheless, with all the supporting shock absorbers and retraction servos the undercarriage seemed able to take the strain. Brake pipes were added from fuse wire and additional detail was provided by some decals and strips of painted masking tape.

On the real aeroplane the main wheel bay is a mass of piping and I

was happily pushing in rod and bits from the spares box before I realised that most of the wheel bay is covered by the doors, which more or less close up once the wheels are down. I therefore limited further detailing to what would be visible.

Landing lights are supplied, and need to be attached to the main gear doors before they are fixed in place. I didn't, and was driven to drink trying to install afterwards.

Engine and tail section

Even though the engine was going to be permanently entombed within the fuselage I thought it worthy of at least a realistic looking finish (I still have some pride). I sprayed it a variety of metal finishes, dry-brushed up the detail and enhanced it a bit more with silver Rub 'n Buff.

The exhaust cone is a separate moulding and to my eyes it looked a trifle 'flat', so I cut some small triangular pieces from thin plastic sheet and attached these to the outside to give it some additional relief. However,

when the engine was slotted into place in the fuselage, the tail section (even without my enhanced cone) would not close up properly — there was a sizeable gap between the fuselage surfaces. A satisfactory fit was only achieved after I trimmed away the fittings of the tailpipe components so as, in effect, to shorten the overall length of the engine. I also had to thin down the inside of the tail section to get this to slide over the exhaust and tail pipe.

In the final assembly stage, I was still not satisfied with this joint and inflicted some damage to the paint trying to make it better. The panels of the tail section of the fuselage were sprayed with polished steel and gunmetal and buffed/dry-brushed to different degrees to simulate the darker finish appropriate to this aircraft in a natural metal finish.

Colour scheme

As far as I was concerned there was no debate about the finished colour scheme. It *had* to be polished

aluminium. Despite my advanced years I had never previously used Alclad paints, although every review I have read sings their praises. So, time to give them a go. I did it by the book (or as close as I ever get) and applied the gloss black base over all the soon-to-be polished aluminium surfaces. I tell you, that takes courage the first time you do it. Then, successive coats of the aluminium/polished aluminium gradually brought a brighter and lighter silver finish to the job. This stuff is *good*. Masking off different panels at different stages with Tamiya masking tape/Post-It notes enables you to achieve a variety of shades of silver which can be further enhanced by different degrees of buffing. Feeling guilty about not rescribing all those panel lines, I experimented by applying very, very thin strips of Tamiya masking tape to some of the panel lines at an early stage of spraying and, when removed after further coats of silver, they did look pretty similar to scribed panel lines. The jury is still out on that one, but I was sufficiently encouraged

that I may well give it another try

The other major colour application was white. Why do I always struggle with white paint finishes? I invariably end up with too thick a coat or, after varnishing, an off-white finish. The brilliant white finish on the upper surface of the wings was obviously critical on this model and I had already laid down a respectable coat of Halford's white primer which was opaque and smooth. I still needed a good gloss finish for the decals so, somewhat tentatively, I tried polishing the primed surfaces with car polish and a very clean duster. Unusually for my experiments, this one worked. I had a nice, shiny, white finish which took to decals like a duck to water.

The canopies were masked off inside and out and I hand painted the internal frame and coloured the outer framework with silver Rub 'n Buff. As I intended to display the model with the canopy open, I added mirrors and handles from etched frets.

As this point, unless it has been a disaster from start to finish, I am

usually feeling quite pleased with myself. The paintwork was looking good and I began to think that might be a model of which I could really be proud. However, the amount of

damage I can inflict when finishing off, detailing and adding doors/hatches is unbelievable. The Alclad finish is very durable and does withstand quite a bit of handling, which was just as well, as I had quite a bit of detailing to do in and around the airframe. I held the model in a soft duster wherever possible, but I still needed to touch up a number of areas where stray glue/paint somehow ended up. If you do have to cover up/respray with Alclad take note. As with its initial coats, it must be applied to a very smooth surface or every blemish will show.

As my kit had no decal sheet I had to trawl through my own reserve bank and I managed to find reasonably appropriate matches for most of the applications. The large USAF lettering on the wings posed a slight problem which was finally solved by purchasing the 1/32 Astra sheet of tail codes and fiscal years.

The internal surfaces of the open panels were primed, hand painted white and detailed with the addition of some shading and decals where appropriate. White surfaces, I find, are

not the easiest of finishes to bring out realistic shading. The KMC sets supply etched parts to simulate the fastening frames around the open hatches and these were carefully fixed in place. Only the rear section of the gun bay has a hinged hatch, the forward section being entirely removed when open.

The airbrakes can be shown in the open or closed position but having experienced some poor fits of closed hatches/doors on other models I opted for the open position.

Time to stand back. It certainly looks like a shiny 1950s Starfighter, and even without the additional detail the kit makes up into an attractive model. My eye keeps getting drawn to the blemishes I inflicted on the surface in the finishing stages and I am determined to have another try at achieving that perfect metal finish which always seems to elude me. I have a 1/48 Sabre in the pending file and I have resolved to finish this straight from the box in an attempt to reduce the risk factor. Well, that's the plan, anyway.

SAMI



White finish on Starfighter's minimal wings was achieved by using car polish on Halford's plastic primer





F-104S Starfighter

Scale: 1/48
Price: £17.99
Decal Options: 1
Kit No: 09655
Type: Injection Moulded and Resin
Manufacturer: Hasegawa



51st Stormo Unit Badge



Kit contents



Cat & Mouse Game

Trevor Pask models a colourful Italian Starfighter

When it was in the twilight of its career with European operators, the Lockheed Starfighter was painted up in many striking colour schemes. The *Aeronautica Militare* (AMI, Italian Air Force) in particular created some wonderful designs, of which arguably the best was on F-104S 51-01 to mark the 50th anniversary of the 51st Stormo in 1992 depicting that unit's historic *gatto nero* (black cat) pursuing three *sorci verde* (green mice). This scheme is particularly interesting because the commemorative artwork was only applied to the port side of a regular service aircraft. This presents a challenge to the model maker insofar as two very different paint jobs are required on the

one model — a standard grey and 'grey slightly faded' camouflage finish on one side, and pristine white and orange on the other. Add the fact that some photographs show the new colour scheme flaking away around the edges, and you have a most challenging project.

Several aftermarket decal manufacturers have produced sheets for the striking scheme, but in 2006 Hasegawa released a special edition of their 1/48 Starfighter kit with a Cartograf decal sheet for this colourful aircraft.

Hasegawa's kit needs no introduction. It is an accomplished modern kit which has been issued in a number of versions and is also widely available in Europe in a Revell AG box. Some areas require a little filler, but probably this is because

the moulds are generic to enable a number of alternative versions to be offered. I have build several, but could not resist the 51st Stormo reissue, both from the visual attraction of the colour scheme and the challenge it presented.

The kit was built stock 'out of the box'. I tackled the paint scheme in as follows: First I applied Halfords grey plastic primer over the entire airframe to get an even base coat. This was followed by matt black then matt aluminium on the undersurfaces. After masking out all the aluminium areas I sprayed white on the port side, then leaving the undersurface masking in place, I masked out those areas which were to remain white and applied the orange colour to the port side. Leaving



Preliminary assembly of the main airframe components under way. For a modern kit, a little persuasion is required to get a neat fit



The inside of the air intakes were painted natural aluminium at an early stage of the build



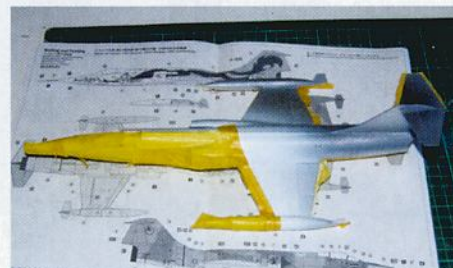
Rear fuselage joints required the greatest application of filler...



...but the air intakes fitted perfectly along panel lines



Aluminium undersurface colour applied and the model masked up for the uppersurface colours



First, white was applied...



all previous masking, I then masked out the orange areas, sprayed green on the starboard side, masked this then sprayed the dark grey again.

By this stage the entire model was covered in masking tape apart from the dark grey areas. The moment of truth arrived when all the tape was removed, and fortunately my care in masking — together with a bit of good luck —

revealed a model which only required a little minor touching up. A few additional panels were painted in at this time, required some localised masking.

Finally, a coat of gloss varnish prepared the model for decals. The large size of the cat image required some care, but probably because I applied this in sections and allowed plenty of drying time between each section, it went on

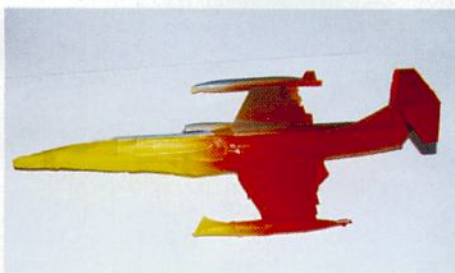
neatly enough. Setting solutions were needed to get a snug fit over the fuselage contours, but this was only to be expected with decals of this size.

When everything was dry, a coat of matt varnish sealed the decals, and created a pleasing scale finish.

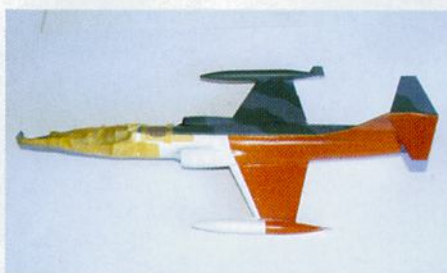
In summary, not a colour scheme for the beginner. Although the task looks complex, it is really straightforward if a

logical step-by-step approach is taken. It is essential that nothing is rushed and that all masking is done accurately. About 50% of the time spent on this project involved applying the masking tape, with a comparatively small amount of time expended on the actual painting. So, not a weekend build, but the real aircraft probably took just as long to paint!

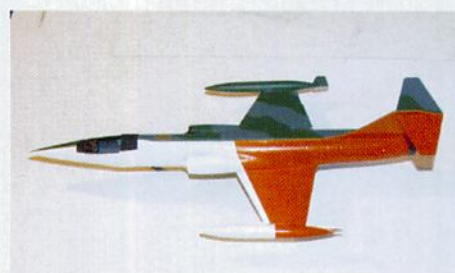
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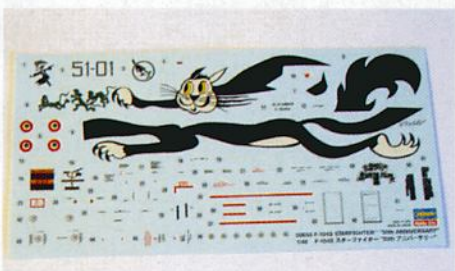
...then masked out for the orange



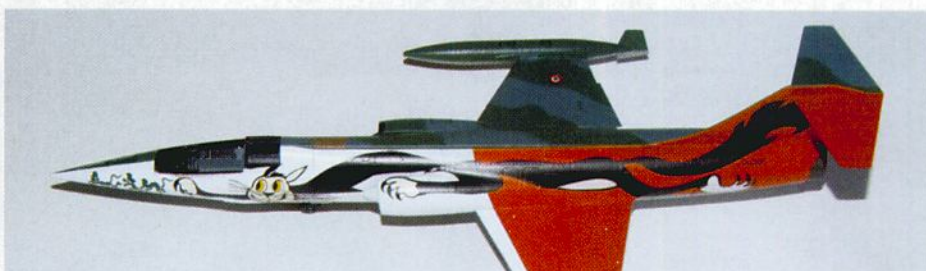
Starboard side was then painted in standard Italian Air Force camouflage



The entire model was sprayed with Humbrol Clear Cote to provide a smooth surface for decal application



Cartograf decal sheet



Decal application underway



Albatros D.III

Scale: 1/32 Kit No: 606
Price: £34.99 Status: New Tooling
Panel Lines: Recessed
Type: Injection Moulded plastic
Manufacturer: Roden
UK Distributor: Pocketbond
US Distributor: Squadron



Albatros D.III

Simon Uglow builds Roden's new 1/32 scale kit

When Roden released their 1/32 scale Fokker Dr.I Dreidecker and Fokker D.VI modellers of WWI subjects the globe over rejoiced and hoped that these would be the first of many such offerings in the large scale. Not surprisingly a revised tooling in the shape of the Fokker F.1 followed and we waited with interest to see what else Roden would have to offer. Well, now we know, and in quick succession we will be treated to the Albatros D.III and S.E.5a with Wolesley Viper engine. The subject of this article, the D.III, is first in the release schedule.

Roden can always be relied upon to provide evocative box art and it's great to see Lothar von Richthofen featured there in lieu of his more famous brother Manfred, the Red Baron. Inside the top-opening box are six sprues of injection-moulded parts, an acetate windscreen, a single decal sheet and a loose-leaf instruction manual with an addendum insert which informs you that aircraft

featuring four of the seven schemes offered cannot be built straight from the box. The upper wing-mounted radiator on these needs to be moved off the centreline to starboard. This reflects development of the full-size aircraft where combat experience revealed that, if holed, the central radiator would shower the pilot with scalding water — an easy 'kill' for allied aircrew.

Typical Roden fare, this kit shows some extremely fine moulding with small quantities of flash, and prominent ejector pin and sink marks. Having now had the opportunity to handle several examples of this kit the sink marks vary in severity between examples, so choose carefully!

Construction

From the word go the success of this build seemed to hinge upon the ease with which the fuselage could be assembled. Each wing is moulded as a single piece, the fin is integral with the fuselage halves and the tailplane has

substantial box mountings. No fewer than nine fuselage formers are provided, which between them cradle engine, ammunition box, tank, control column and seat. If the fuselage could be closed around these subassemblies I felt confident the rest of the build would fall into place. With this in mind the former assemblies were quickly glued together to check for fit. Satisfied that all was well, painting began. With the base colour laid down a subtle wood grain effect was produced with an oil paint mix — yellow ochre, burnt umber and burnt sienna the colours chosen.

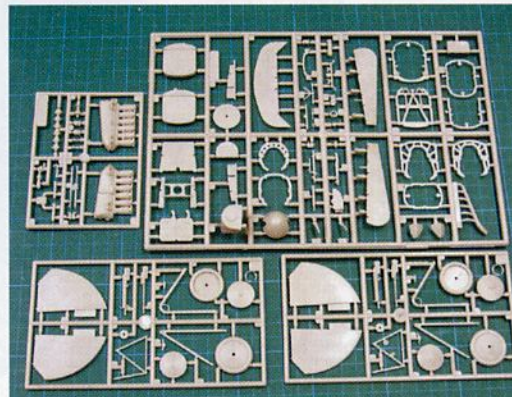
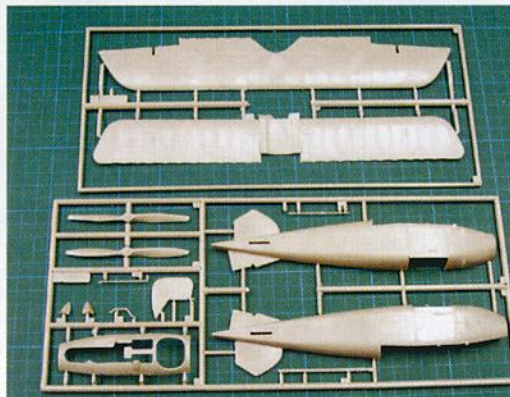
One of the criticisms of the Roden Fokker Dr.I was the lack of provision of instrument faces on the decal sheet. Sadly this has not been addressed with this release and modellers will need to source their own. I raided the spares box for photo-etched dials and at the same time found a printed map, which was duly folded and placed on the seat. Whilst these items were strictly 1/48 scale they don't look out of place. The

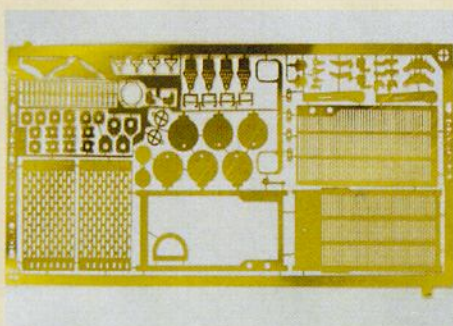
Acknowledgements

Thanks to Squadron who supplied both the review kit and the etched sets from Tom's Modelworks. To Tom himself who also supplied a set of his etched parts and to my local JB Wholesalers who allowed me a sneak preview of the kit before the Squadron sample arrived.

References

- German Aircraft of the First World War, by Peter Gray and Owen Thetford. Putnam, 1962
- Jane's Fighting Aircraft of World War 1. Studio, 2001
- The Jasta Pilots, by Norman Franks, Frank Bailey and Rick Duiven. Grub Street, 1996
- Above the Lines: The Aces of the German Air Service, Naval Air Service and Flanders Marine Corps 1914-1918, by Norman Franks, Frank W Bailey and Russell Guest. Grub Street, 1994





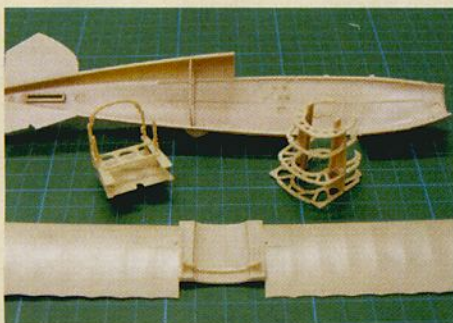
Tom's Modelworks etched-brass detail set



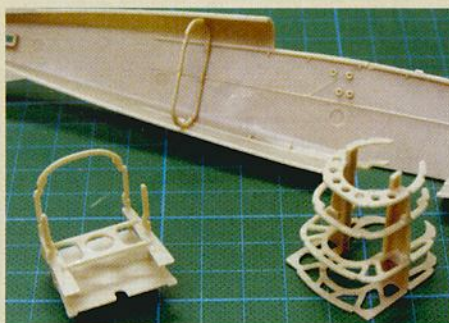
Tom's Modelworks etched-brass German Gun set. This is available at half price if ordered with the Albatros set and supplies the missing jacket endplates



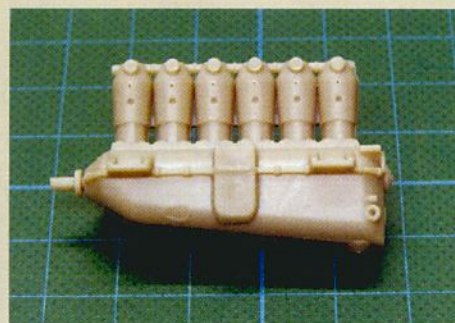
The top wing is a substantial moulding for injected plastic



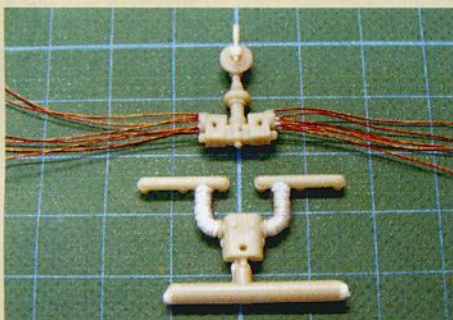
Test assembly to check fuselage closure



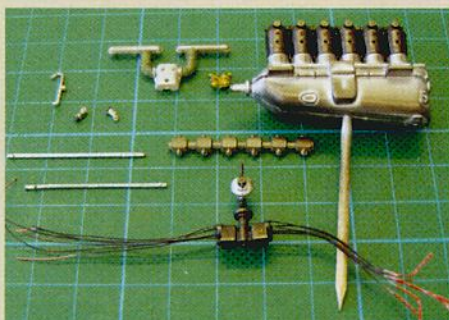
Large ejector pin marks on port fuselage side



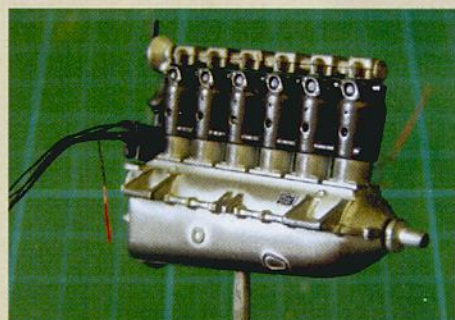
Basic engine assembly. The moulded spark plugs have been removed and drilled to accept the wiring



Engine detailing in progress. Note sink marks and cotton wrapping



Engine components ready for assembly



Ignition wiring in progress

flying harness was fabricated from lead foil with buckles added from the Tom's Modelworks set. The belts were folded and positioned to suggest that the pilot had stowed the map beneath — losing most of the map detail in the process!

Alongside the cockpit the engine area appeared to be another likely focal point on the finished model. The engine is very nicely represented from the box but I couldn't resist trying my hand at wiring the spark plugs to the magneto. Jane's Aircraft of World War One provided some reference pictures of the Mercedes DIII engine: a 0.3 mm drill bit held in a pin vice, a spool of similar diameter wire and a pair of tweezers being the only tools required. Whilst scrutinising the reference pictures it appeared that some of the pipework on the port side of the engine was insulated. Wrapping cotton thread around the appropriate areas and sealing with thinned PVA glue before painting represented this. One last

point with the engine — omit the propeller spigot when gluing the two engine halves — more on this later!

Having completed all the sub-assemblies destined for the fuselage interior these were glued to the starboard fuselage half. This would now flex alarmingly under the weight if not adequately supported. Lacking alignment pins, small plasticard tabs were secured in the rear fuselage and the sides joined. Despite my initial concerns the fuselage closed readily and the resulting joint required only minimal cleaning up. The tailplane halves were added before the forward dorsal fuselage, which again fitted precisely and all these joints were lightly filled and sanded. To complete the basic airframe the lower wing was added and here some minor fettling was required to obtain a satisfactory fit. Lastly the nose ring was fitted and this is where a problem was encountered. The propeller spigot is designed to align

with the central hole in the nose ring. Indeed, you are instructed to fit the nose ring to the engine subassembly in Step 10. Unfortunately, if so assembled the nose ring cannot be brought into line with the fuselage. The solution is to add a mounting peg to the propeller and glue the propeller through the nose ring having left the spigot out. This assures perfect alignment. Strangely, Roden don't show the spigot when

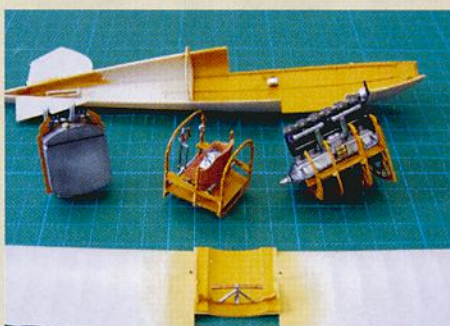
illustrating the engine halves being assembled, and despite probably being an omission on their part, *follow the instructions!*

Roden provide separate wheel centres to aid painting but this only applies to the outer surface of each wheel. The inner surfaces still need a clean painted demarcation between wheel and tyre. One of the challenges in modelling is devising appropriate

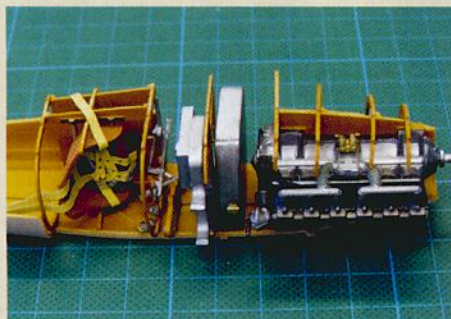
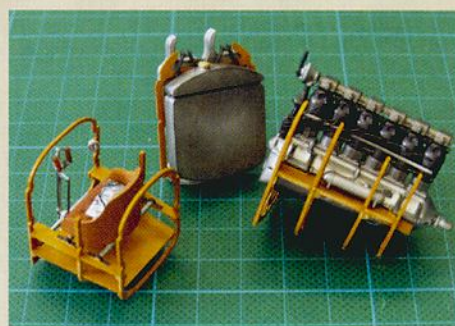




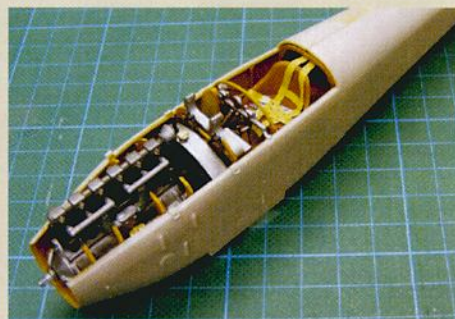
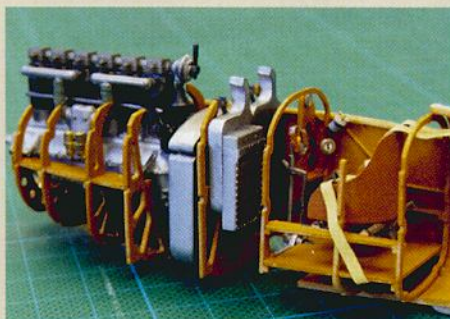
Completed engine



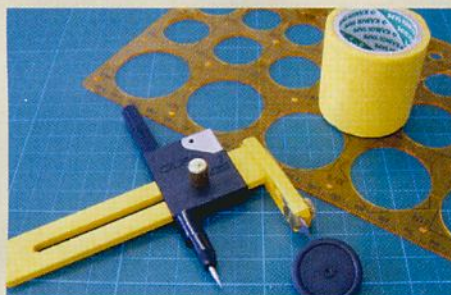
Internal fuselage sub-assemblies



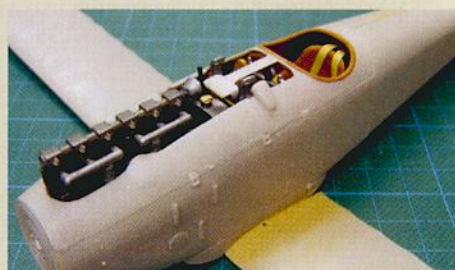
Starboard fuselage half with fitted internal subassemblies



Fuselage halves closed and tailplane added



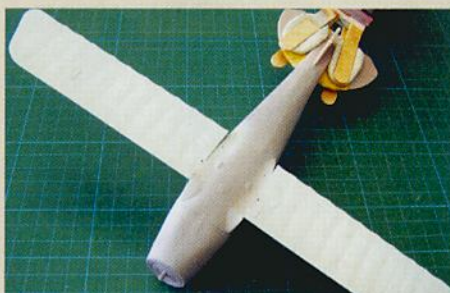
Creating Kabuki tape wheel masks. Humbrol Maskol has been used to seal the central hole caused by the cutter's point



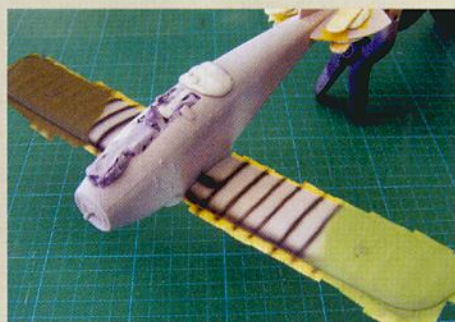
Installation of lower wing completes assembly of basic airframe



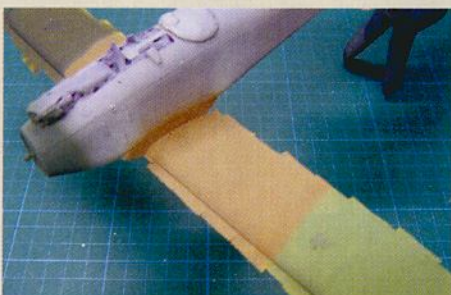
Three styles of masking in evidence: a chopped-down cocktail stick plugs the propeller opening, damp tissue coated with Humbrol Maskol for the engine bay and gun troughs and Blu-Tack for the cockpit aperture



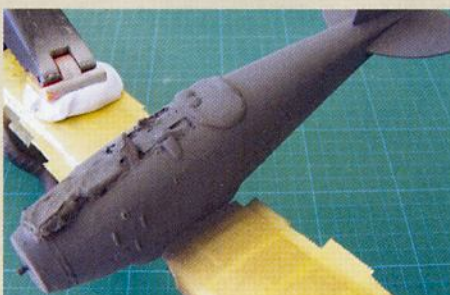
First stage of painting, the undersurface of the lower wing



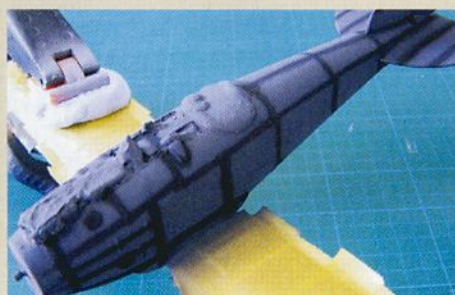
Painting of lower wing's upper surface under way. Painting each wingtip first creates a nice feathered edge by spraying the tan toward the fuselage, which in turn effectively masks the opposing wing from overspray



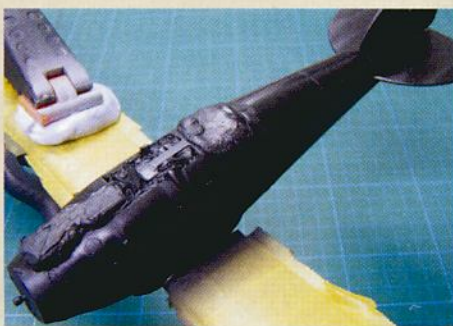
Lower wing upper surface completed. Spraying at low pressure also helps limit the extent of overspray



Humbrol tank grey applied as the base colour for the black fuselage



Preshading applied to the fuselage



Fuselage painting finished by repeat mist applications of heavily thinned Testors gloss black



Damage caused to decal sheet by suicidal acetate sheet. Of course this had to find the decals required for my chosen scheme! Would they still work come application time?



Roden supply two sets of machine guns, one fully moulded, the other requiring photo-etched jackets

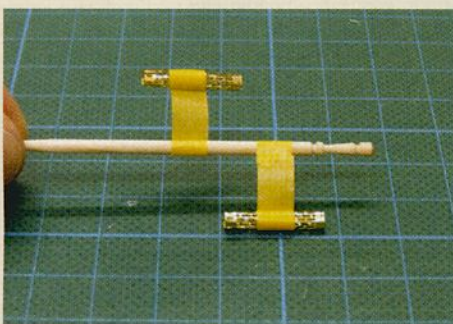


Photo-etched jackets formed to shape and glued. The tape helps maintain the barrels shape while the glue sets



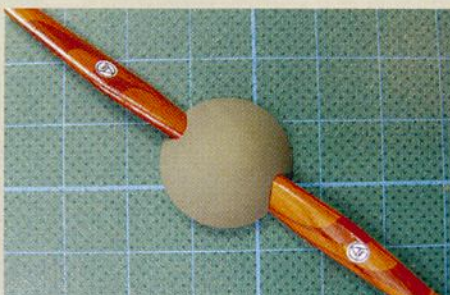
Comparison of fully moulded gun (bottom) with one enhanced with Tom's Modelworks etched set



Sub-assemblies awaiting glue



The prominent exhaust has had its outlet opened for increased realism



Propeller spinner sub-assembly. Oil paint over the two-tone enamel finish provides a wood grain effect to the blade laminations



All that's required for pinning the strut attachments. The X-acto blade holder carries a pin used as a centre-punch, preventing the drill bit from wandering off line

masking techniques so having been spoilt with pre-cut wheel masks for a long time I decided to make my own. This was easily accomplished with an Olfa cutter and Tamiya tape. The circular stencil set in the accompanying picture was used to determine the size of mask required.

With the Tamiya tape already on the bench it seemed the ideal time to produce masks for the laminated wood propeller. Here a Post-It note was covered on both sides with the Kabuki tape. The propeller was now drawn around, three times in total and each prop outline had a different masked area denoted. By sandwiching the Post-Its, identical masks could be produced for both the front and rear propeller faces at the same time. This is one of those times when it takes longer to describe than to do! Any small mismatch or gap was made good with Humbrol Maskol.

Having chosen to model Joachim von

Bertrab's machine (see below) — one of the options with an offset radiator — the moulded radiator detail was removed. The resultant scar was filled with Humbrol putty and sanded. This was followed by Tamiya liquid primer and a second sanding before laying down a coat of Humbrol primer No 1. With this work complete the etched set from Tom's Modelworks arrived and I breathed a sigh of relief — I wouldn't be left trying to scratchbuild a radiator as a reward for being so hasty.

Colour Options

The kit provides seven markings options:

1. Oblt Rudolf Berthold, Commanding Officer Jasta 14.

Malval, France, April 1917. Natural wood fuselage with linen rudder, bicolor wing and tail upper surfaces, pale blue beneath. Struts, wheel covers, spinner and forward fuselage cowlings slate grey. 'Winged sword' emblem on fuselage sides.

2. Lt Karl Allmenroeder, 30 victories, Jasta 11, Western Front, June 1917.

Red overall including struts and wheel covers. Spinner, extreme forward fuselage and elevator in white. Bicolor wing upper surfaces, pale blue beneath.

3. Lt Manfred von Richthofen, Jasta 11, Roucourt, France, April 1917.

Red overall. Tricolor wing upper surfaces, pale blue beneath.

4. Lt Bruno Loerzer, Jasta 26, Western Front, Summer 1917.

Fuselage and tail in broad vertical black and white bands. Spinner, dorsal cowlings and wheel covers in black. Undercarriage struts white. Cabane and interplane struts slate grey. Bicolor wing upper surfaces, pale blue beneath. Port upper wingtip (not aileron) repaired and in natural doped linen.

5. Lt Lothar von Richthofen, Jasta 11, Brayelles, France, Spring 1917.

Natural wood fuselage with linen rudder. Bicolor wing and tail upper

surfaces, pale blue beneath. Struts, wheel covers, spinner and forward fuselage cowlings slate grey. Broad red fuselage band just aft of cockpit.

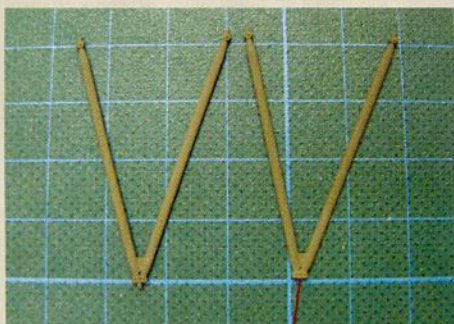
6. Lt Friedrich-Wilhelm Wichard, Jasta 24, Wing No 2096/16.

Captured by the French on 21 April 1917. Natural wood fuselage. Bicolor wing and tail upper surfaces, pale blue beneath. Struts, wheel covers, spinner and forward fuselage cowlings slate grey. The word Vera was painted in black on a white background on fuselage sides beneath cockpit.

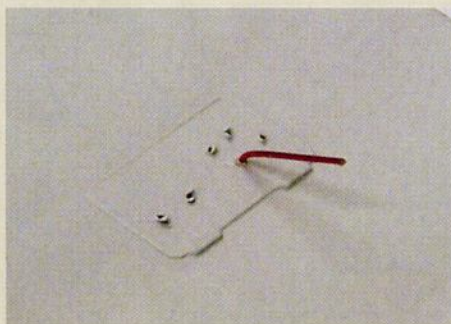
7. Lt Joachim von Bertrab, Jasta 30.

Phalempin, Western Front, Spring 1917.

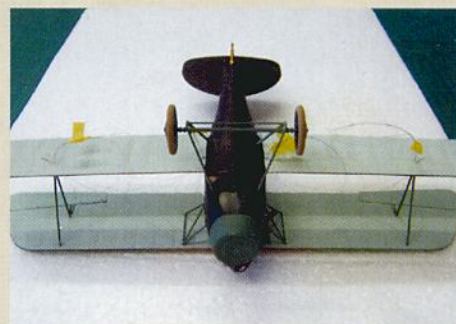
Black or purple overall including the tail and wheel covers. Spinner, extreme forward fuselage and struts slate grey. Tricolor wing upper surfaces, pale blue beneath. 'Trailing comet' motif in red and yellow on fuselage sides beneath cockpit. Von Bertrab scored five victories with Jasta 30, four falling on the same day; 6 April 1917, the very



Modified and unmodified interplane struts



View from beneath lower wing. The strut 'pin' extends through the complete wing thickness



Rigging in progress

day that America entered the war. On August 12 Bertrab ran into a certain Lieutenant Edward 'Mick' Mannock, lost the encounter and was taken prisoner as a result. Joachim was awarded the Iron Cross (First and Second Class).

And so into the paint shop

Everything received a coat of primer and the wings were pre-shaded using Humbrol No 62 leather on the lower surfaces and Testors No 1749 flat black on the upper surfaces. The lower wing surfaces were completed with a 50/50 mix of Humbrol Nos 23 and 65 (duck egg blue and aircraft blue) and then a mist (75% thinner, 25% paint) of the duck egg blue. After masking the lower surfaces, the upper surfaces were tackled freehand, all three colours including shading at a single session.

All this time I had been thinking how to achieve some tonality in the overall black finish of the fuselage and tail and now I had to put my thoughts into practice. Whether I succeeded I'm not sure but this is what I did. Over the basic primer an overall coat of Humbrol No 67 tank grey was laid down. This was then effectively pre-shaded with flat black before repeat coats of Testors No 1747 gloss black at the 25/75 paint/thinner ratio. The final stage was repeated until the shading was just visible.

Once dry the individual components



received a gloss coat in readiness for the decals. These are not the best I have seen. The white areas in particular show the screen pattern quite clearly. Decaling was however quickly accomplished. A sealing coat of satin varnish applied and the home stretch was in sight.

Unfortunately I now came up against a problem of my own making. Having chosen not to fit the guns as instructed, envisaging problems with masking at the painting stage, I now discovered that they weren't going to fit, at least not easily! The starboard gun went in, *just*, but I had to cut the jacket from the stock on the port gun

and fit the two pieces separately. Not the best solution, so please don't make the same mistake. As for the ejection chutes they now reside in the spares box.

One of the excuses people often give for not building biplanes is the difficulty in fitting the upper wing. No such worries here. The engineering is first class — strut lengths are spot-on. I am however fast becoming a fan of pinning the strut attachments. This greatly increases the strength of the resulting joint and facilitates assembly. With one end securely anchored you are able to manipulate the free end into position without fear of the first joint springing

open. In the end I only pinned the forward undercarriage attachment and the interplane struts at the lower wing fitting. The upper wing was inverted on a flat surface and the fuselage/lower wing assembly lowered into position for gluing. The cabane struts were then added to complete, all-up assembly time: 15 minutes!

With all the rigging points predrilled early in the build and a simple rigging pattern well described in the instructions rigging comprised a simple thread, tension and glue session. Solder formed the plumbing from radiator to engine and was added at this time. A quick clean up of the lower wing where the rigging protruded and then the lower wing crosses were placed hiding the scuffed areas. Once dry a localised spray of satin varnish was applied. All the rigging attachments were touched up, first with a dilute PVA mix and then with the appropriate colour coat. The rigging comprised smoke-coloured invisible mending thread, with the elevator control cables fashioned from stretched sprue.

Back on its wheels the modified propeller/spinner assembly was glued through the cowl ring for perfect alignment. A short length of cocktail stick was used as the propeller peg. Lastly, the acetate windshield was fixed in place to complete a pretty intensive four weeks of modelling!

SAMI





Albatros Fighters in Action (SC) Illustrated history of one of WWI Germany's most important families of fighter aircraft with 95 black and white photos, 10 full color profiles, scrap art; 50 pages.
SS1046 \$11.95 \$10.46



German Interior Photo-etch Detail Set 1:72 Scale
Includes seats, cockpit controls, seat harnesses, rudder bars, instruments bezels, control horns and more.
TW0302 \$4.50 \$3.96



Albatros D.III 1:72 Scale
German fighter. Detailed engine and cockpit. Decals for 11 different and colorful aircraft: Berthold, Allmenroeder, Schaefer, Lothar & Manfred von Richthofen, Loerzer, Loewenhardt, Voss, Bertrab and more!
RD0012 \$10.99 Your Price With Savings \$8.99



Imperial Eagle

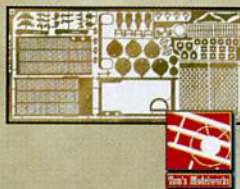
The Albatros-Flugzeugwerke built some of the most significant scouts to roam the skies over the western front. The streamlined and sharklike D.III was as deadly as it was attractive.

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Albatros D.III 1:32 Scale
WWI German pursuit sesquiplane, kit features highly detailed Mercedes engine and forward fuselage interior (including formers, fuel tanks, magazines and cockpit controls), excellent surface detail, separate control surfaces and spinner, rigging diagram and decals for 7 aircraft. Represents early model D.III with central wing radiator.
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Albatros D.III Photo-etch Details Set 1:32 Scale
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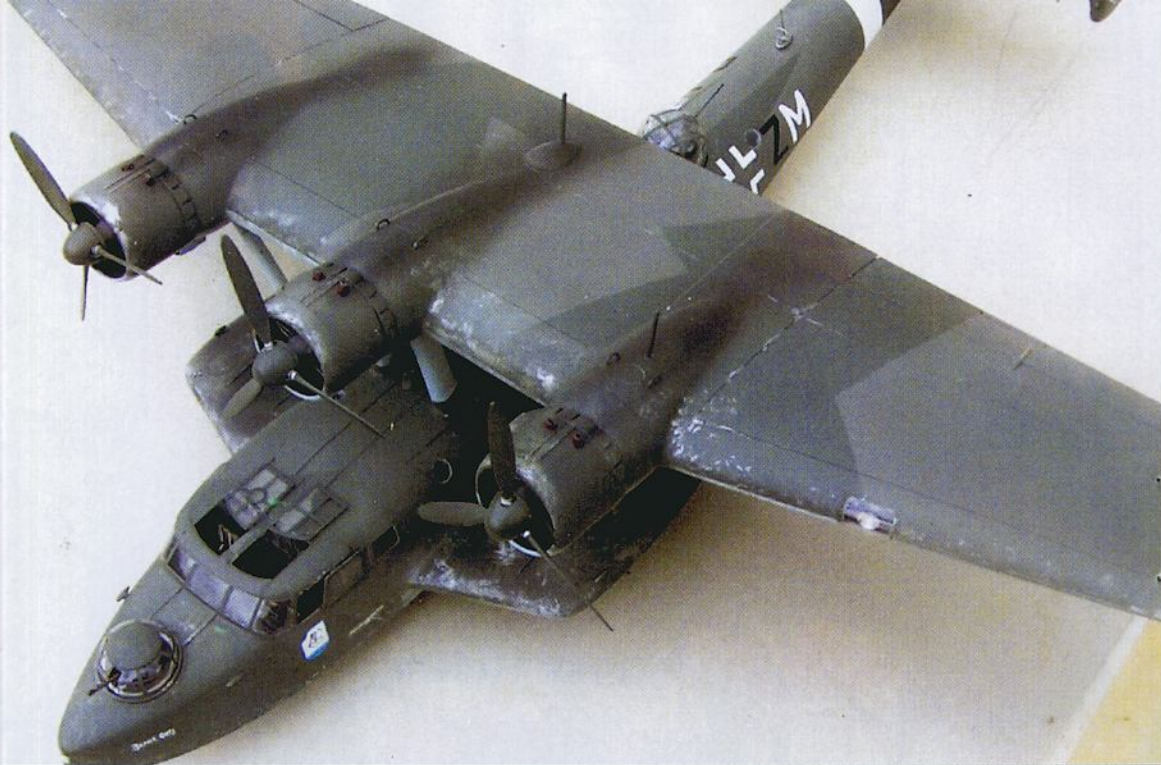
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Box art depicts a dramatic air-sea rescue scene



"The only possible drawback is its sheer size once completed, which can make handling and storage a bit tricky!"

Dornier Do 24T

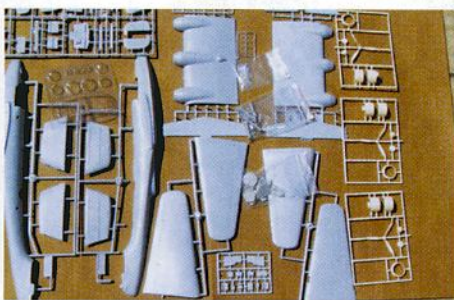
Jacques Niot builds Fonderie Miniature's 1/48 model of the Luftwaffe's tri-motor air-sea rescue seaplane

Longer than their Handley Page Halifax (SAMI, February 2006) and hardly smaller in span, this latest release from FM comes in a huge carton illustrated with beautiful art depicting the dramatic rescue of a ditched Junkers Ju 88's crew by a Do 24, air-sea rescue being one of the principal duties of the type in Luftwaffe service.

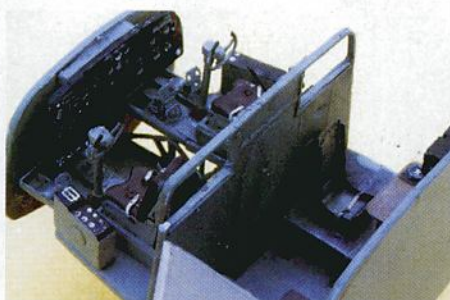
The kit consists of over 60 injected plastic parts moulded in medium grey styrene, some of them — for example the centre wing portions and fuselage halves — being very large and heavy. All parts have finely engraved surface detail, though some panel lines are faintly visible and will only appear after painting. Three more light tan sprues are devoted to engine cowlings, propellers, spinners and back plates, while a large number of resin pieces account for engines, air intakes, oil coolers, radio equipment and instrument panel. White metal takes care of seats, armament, cockpit detailing, exhaust pipes, antennae, and flap and aileron hinge fairings. In addition, a large vacformed sheet contains all clear parts for cockpit, turrets and landing light cover, all of them duplicated, while the portholes are injection moulded on a small sprue.

A nicely printed decal sheet gives markings for two machines of unknown units, both sporting factory radio call signs instead of unit codes. Due to a misprint in the letters'

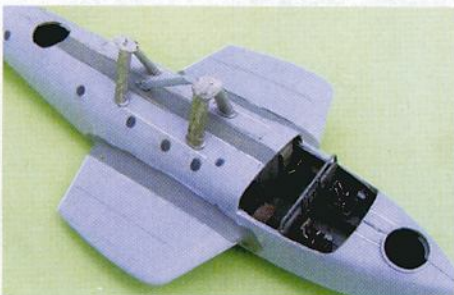
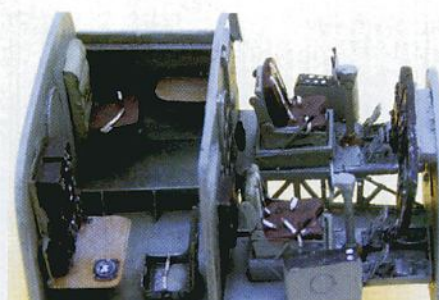




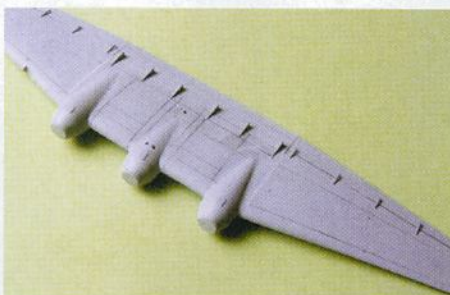
Kit contains a huge number of injection moulded, resin and white metal parts



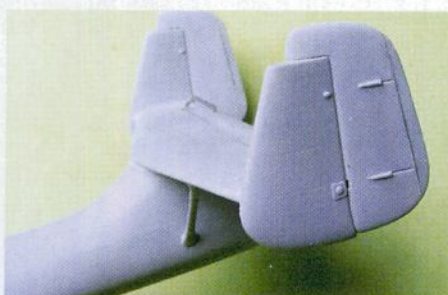
"The cockpit is a sheer beauty...even the radio operator/flight engineer's compartment being fully furnished"



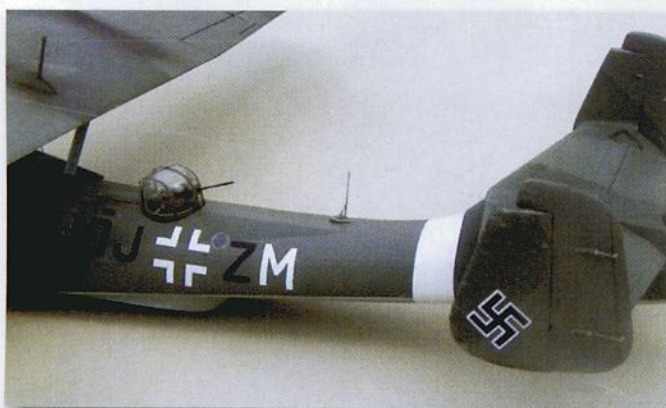
Fuselage with cockpit installed, sponsons fitted and filled, and white metal wing support struts fitted



Wing is made up of six large injection moulded sections



Tail unit, with twin fins and separate rudders deflected to port



colours, a small additional sheet gives the correct shades — black for the first three, white for the fourth letter, instead of the reverse. In my sample kit the instructions were provisional so I can't comment here. As in-depth build articles are likely to appear shortly, I'll restrict myself to a few considerations on the overall qualities of the kit, along with a few comments on the most prominent points of the build process.

The cockpit is a beauty, consisting of a mix of plastic, resin and metal parts, even the radio operator's/flight engineer's compartment being fully furnished, even though it is barely visible once the fuselage has been closed. Only seat harnesses need to be added.

Some clear parts, injected or vacformed alike, will benefit from polishing or plunging in Johnson's Klear. I elected to open up the pilot's side window as well as the two clear dorsal hatches — an easy task for an interesting result. The discarded acetate portions being absolutely flat just need replacing with clear sheet

sections cut to size.

Assembling the six wing parts (three upper and three lower surfaces) is fairly easy, but be careful that the only dihedral given is by the underside reducing in thickness towards the wingtip — in other words, the wing's top surface should be absolutely flat.

On my sample some cleaning up of the engine cowl flaps was called for, but nothing too demanding. Conversely, the resin BMW-Bramo radial engines are beautifully moulded, needing just the addition of ignition harnesses and pushrods. For the more fastidious, star-shaped cowlings braces made from stretched sprue or wire will be a nice addition.

Due to the model's size I departed from my usual build sequence and elected to paint the fuselage with sponsons and tail assembly and the wings, complete with engines, separately. Only then did I mate both units — a job I had been unduly afraid of tackling, but which proved fairly easy using the following method. The completed wing was laid upside down on a perfectly flat surface. Using

slow-setting cyano the fuselage was progressively offered up so that the three pins on the A-shaped metal main masts met the wing underside locating holes. It is important that all involved parts fit snugly. I failed here, with the result that the wing on my model is marginally too high above the fuselage, and as a consequence the four slanted struts linking the sponsons to the wing were slightly too short and had to be lengthened with thin plastic shims. I'm afraid that was entirely my fault.

The clear acetate parts were dealt with next, the portholes having been glued to fuselage at the very first step. Surprisingly, the large cockpit canopy was an excellent fit, provided that a thin plastic strip had previously been cemented around the fuselage opening. After careful cutting out due

to their thinness, particularly on the top, all three turrets were fitted with their weapons. FM supply mounting rings, MG 15 7.9-mm machine guns and MG 151 20-mm cannon and ammo drums in resin and/or metal. The turrets fitted so snugly to their respective fuselage openings that no cement was necessary to attach them.

Summing up, a truly outstanding model with no particular build difficulties, the only possible drawback being its sheer size once completed which can make handling (and eventually storage!) a bit tricky. But who would complain about that? Fonderie Miniature are once again to be warmly congratulated for issuing models neglected by the mainstream manufacturers.

SAMI



As ever, the annual IPMS gathering at Telford in November attracted all that's best in hobby. Here we present a pictorial guide to the competition winners, runners-up and some that just caught our eyes, if not the judges'.

Alas, we are unable to give credit to most of the modellers who took home awards because, despite our requests, IPMS UK were unable to provide us with a list of winners before this issue closed for press.

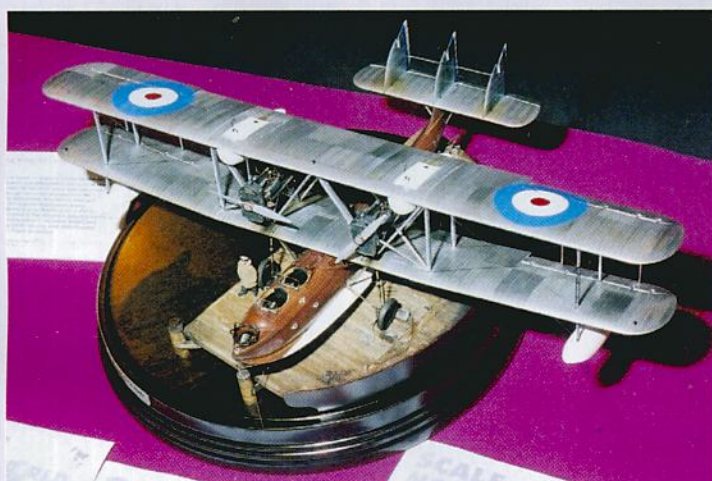
SAMI

All photos by Mike Jerram



Winner of the NeOmega Trophy was this fine 'Flanker'

IPMS Scale Modelworld 2006



Senior National Champion was this scratchbuilt Supermarine Southampton I S1042 of 480 (Coastal Reconnaissance) Flight at RAF Calshot in 1926. Based on plans provided by the RAF Museum at Hendon, it featured extensive interior detailing and scratchbuilt Napier Lion engines



Class 5 Gold-winning Fleet Air Arm Vought Corsair II was converted from the 1/72 Tamiya F4U-1D kit, finished in the markings of 738 NAS whilst working up on the type in Maine, 1944



Class 9 and British Aerospace Trophy-winning Nimrod MR.2P is from a vacform kit with scratchbuilt interior, undercarriage/bomb bays, tail unit, engine intakes/effluxes and control surfaces, among a wealth of other added detail



This 1/72 scale Aeroclub D.H.83 Fox Moth seaplane was extensively detailed with white metal engine and scratchbuilt interior and Fairchild floats, finished in the colours of one of two operated by Newfoundland Government Air Service on meteorological flights out of Portugal Cove, St Johns in 1935



Airfix Westland Lynx kit modified and detailed as a Mk 80 of the Royal Danish Navy in 'shipboard stowed' configuration



Superb Short Sunderland Mk I modified from the Combat Models 1/48 vacform kit. Particularly noteworthy, in addition to opened leading-edge engine maintenance platforms, was the authentic finish simulating the 'quilted' effect of riveted metal skinning



Though not recognised by the judges, this 1/32 scale Trumpeter Yak-18P 'Max' in semi-derelict state was a masterpiece of realistic weathering, right down to the yellowed canopy Perspex



So that's where all the Airfix TSR.2s have gone! IPMS TSR.2 SIG had an impressive display of them in just about every conceivable configuration and 'what if?' (or perhaps, 'there but for politicians') colour scheme



Yes, there really were yellow Marauders! This JM-1 variant was operated by US Navy fleet utility squadrons



Class 18 Gold Medal and IPMS Canada Trophy went to this RCAF Canadair CL-13 Sabre from the Hasegawa 1/32 kit



This 120 Sqn Coastal Command Liberator III from the 1/48 scale Monogram kit had many panels opened up and detailing added, to win the IPMS Czech Republic (Aircraft) Trophy



Is it a ship? Is it an aeroplane? A bit of both — Revell's 1/144 scale A-90 'Orlyonok' Ekranoplan



Class 16 Gold winner was this Roden Grumman OV-1D Mohawk in Israeli Air Force colours with Eduard etched-brass and scratchbuilt details



Splendidly executed Fleet Air Arm Phantom F-4K rolling-out on a rubber-smeared runway with drag chute streaming won the Adour Trophy for Post-1950 RAF/RN Aircraft in 1/72 scale



Hooked! Striking diorama depicting a real-life incident in which a US Navy Grumman TF-9J Cougar of VT-25 overran on landing and dangled by its arrestor hook from the carrier deck's catch netting. Model is from the Fisher Model & Pattern's 1/32 scale kit. Note pilot leaping into the sea



Spots before the eyes!



Clever display of Pirhana's 1/500 scale white metal Saunders-Roe Princess flying boat prototype G-ALUN



Super-shiny 1/48 scale Mongoram B-58 Hustler appropriately won a Silver Medal



Not the recently reissued Airfix Fairey Rotodyne, but a neat scratchbuilt example to 1/144 scale



Very neat 1/144 scale D.H. Heron was created from the Welsh Models vacform kit for the twin-engined Dove, and won a Silver Medal



Gold Medal-winning 1/48 scale Tucano T.1 in the colours of 72 Squadron at RAF Linton-on-Ouse is from the Aconcagua resin kit



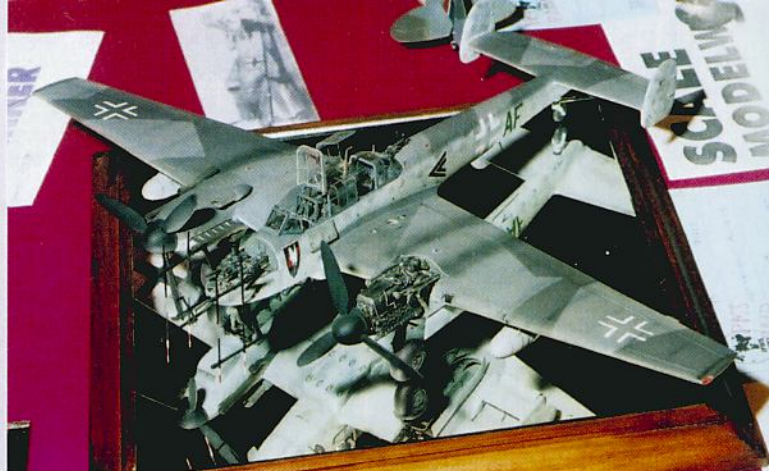
Scratchbuilt Grumman Goose in French l'Aeronavale colours was awarded a Silver Medal



Neat pair of 1/48 scale Canberras from the Classic Airframes kit finished in RAF Suez Campaign and Royal Navy target tug markings, latter winning Bronze



Nicely weathered Mitsubishi G4M2E 'Betty'



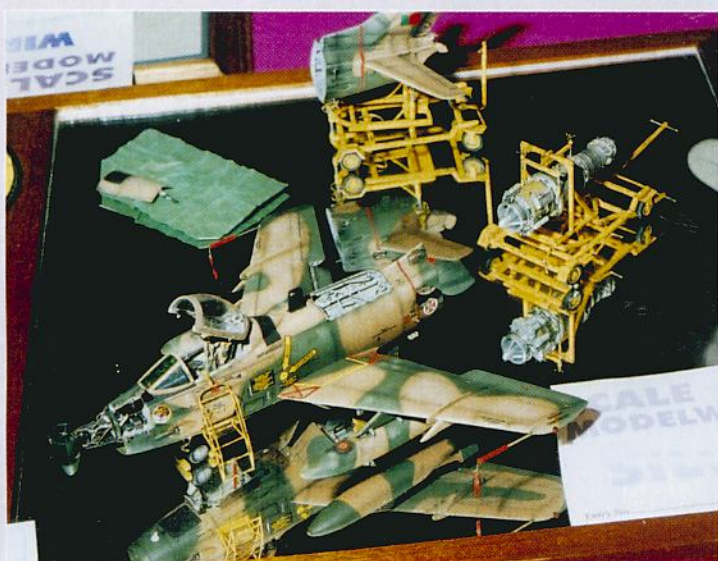
Winner of the Junior (Aircraft) class was this Messerschmitt Me 110G-4 with Aires detail set and scratchbuilt Lichtenstein SN-2 radar array



Shiny Spitfire and Hurricane prototypes featured among the competition entries



Short S.B.5, used to investigate EE Lightning wing sweep and tailplane configurations, was built from the Maintrack kit and won the 1/71 Scale and Larger Vacform/Scratchbuilt class



Portuguese Air Force Fiat G.91 'Gina' with everything opened up was a Silver Medal winner



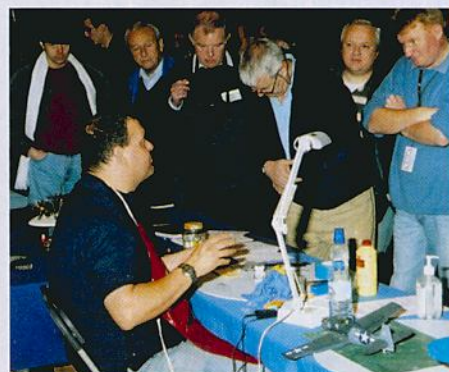
Built straight from the box, this Classic Airframes' Avro Anson I was awarded the 4+ Trophy



Bent Wing Bird in unfamiliar colours was IPMS Air Racing & Record-Breaking SIG stalwart George Wright's 1/48 scale depiction of FG-1D 'Lucky Gallon' in which Cook Cleland placed sixth in the 1946 Thompson Trophy Race at Cleveland



Extensively detailed AW Sea Hawk Mk 101 of the West Germany Navy, from the Special Hobby 1/72 kit



SAMI's David Francis never failed to draw an attentive audience when demonstrating his modelling techniques on the Milton Keynes Model Club stand



McDonnell Douglas/Boeing F-15 Baz

BOOK OF THE MONTH

This is Volume 5 in the *Aircraft of the Israeli Air Force* series, and reflects recent changes in IDF policy, moving from secrecy to almost total openness. Thus, it is a *tour de force* of information and photographs on the F-15 Baz (Falcon) and its weaponry.

It begins with a look at the F-15's service entry into the IDF and initial training of the future pilot-instructors. The following chapters cover the history of each of squadron flying the aircraft and their operational use.

I found two items of particular interest. The first features close-up photographs of the celebrated midair collision incident which left an Israeli

TECHNICAL DATA

by Ra'anan Weiss and Alon Koren Price: TBA
Publisher: Isra Decal Publications
ISBN: 965-7220-06-8
Format: Hardback, 130 pages
Illustrations: Black-and-white and colour photographs and colour artwork

F-15 without most of its starboard wing, from the root outwards, yet still it made a successful emergency landing, much to the surprise of both the Israelis and MDD, who sent tech reps to see for themselves. The other item that caught my attention was the story of Israel's long-distance retaliatory attack on the PLO headquarters in Tunisia following a spate of bombings by militants in Israel.

In the context of 'plausible deniability' the aircraft's insignia and squadron markings were overpainted. Photographs, colour side views and details of the raid are published here for the first time.

There are many close-up photographs, including Rafael's Python AAM and massive Popeye AGM, ECM systems, cockpit interiors, squadron badges and engine detail.

This book is a 'must have' for any modeller interested in the F-15 or Israel's use of it. The text is illuminating, the photographs outstanding. Highly recommended.

Phillip Ware

SAMI

US Navy PBV Catalina

Units of the Atlantic War – Combat Aircraft 65

TECHNICAL DATA

by Ragnar Ragnarsson Price: £12.99
Publisher: Osprey Publishing
ISBN: 1-84176-910-X
Format: Softback, 248 x 195mm, 96 pages

This book is number 65 in Osprey's admirable *Combat Aircraft* series, and as such sheds a lot of light on this aircraft type's operations all over the Atlantic. Ranging from Greenland to the Caribbean, via Iceland North Africa and Brazil.

I like to think that I have a good general knowledge of aircraft operations in WWII, so I love it when something new is brought to my notice. This new information includes a submarine being sunk by the Brazilian airforce in July 1943, and details of a six-month long

rescue operation in Greenland after the crew of a B-17F, diverted to search for a downed C-53 Skyrooper, crashed on the ice on the 5th November 1942. The subsequent rescue involved multiple flights, aircraft, boats and wheels up landings on the ice, and the rescue was not completed until the 18 May 1943.

The book is well illustrated with a varied assortment of well reproduced photographs, and specially produced artwork illustrating 27 aircraft of the various operating airforces and units. This will give modellers of WWII aircraft, seaplanes and even between-the-wars types like myself plenty of food for thought.

Coincidentally I am also reading a book on U-Boat operations of WWI through to WWII, which enabled me to

cross check some of the dates, and I can confirm the information in both seems to conflict. For example, the Osprey Book has U-640 being sunk by the Catalina unit VP-84, based in Iceland, on the 14 May 1943, whereas John Terraine in his *Business in Great Waters* (published in 1989) has submarine U-657 sunk by VP-84 on that date.

Having said that, one thing Mr Ragnarsson has done is to open my eyes to the incredible bravery of the PBV Catalina aircrews operating in inhospitable conditions, and for that I would like to thank him.

Recommended for modellers and those with an interest in human stories.

Simon Batchelor

SAMI

Mikoyan Guryevich MiG-1/MiG-3

TECHNICAL DATA

by Massimo Tessitori Price: £12.99
Publisher: Mushroom Models Publications, Yellow Series, No 6121 ISBN: 83-89450-26-7
Format: Softback
Illustrations: Colour and black and white photographs, colour profiles, 1/72 scale plans

This book is a great example of what a perfect book on a specific aircraft should look like. Mushroom is a publisher with a great reputation in the circles of scale modellers and in the instance of this book they fully live up to it. The MiG Bureau's first operational fighter has been overlooked by the publishers for a very long time, but now finally we have received an excellent reference book for all those projects that were laid aside due to the lack of available material.

Unfortunately, an editor's mistake resulted in the repetition of a few of the last lines of a page on the next one, but

only a few pages are affected and the rest of the text is very useful and (very importantly!) easy to read. Finally, someone properly and convincingly addressed the issue of length difference between MiG-1 and MiG-3. The colour profiles presented in the book in many cases are verified by the photos in the same book. The author's captions to them are also very useful.

The publication contains everything a modeller would like to have for working on a project. In my opinion this book is the best publication on this particular aircraft I have seen to date (and I have seen pretty much everything mentioned in the Bibliography of this volume). The book provides a large number of period photographs of excellent quality with extremely detailed and useful captions, and the colour photographs cover in great detail the aircraft that is currently being rebuilt in Russia.

I am extremely happy to recommend



this book to anyone who is interested in modelling or just reading about RKKa's fighters of early WWII.

Konstantine Malinovski

SAMI

Sukhoi Su-27 Flanker

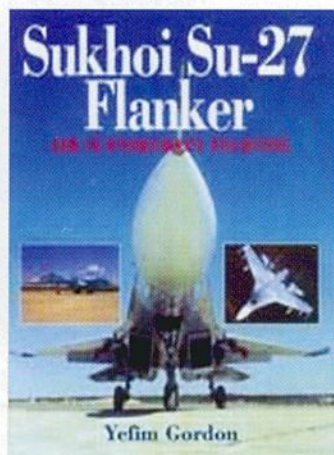
Warbird Tech Series Vol 42

TECHNICAL DATA

by Yefim Gordon & Peter Davidson Price: £11.99
 Publisher: Midland Publishing/Specialty Press
 ISBN: 1-58007-091-4
 Format: Softback, 104 pages
 Illustrations: Black-and-white and colour photos

Starting with the concept and initial development of the Su-27, there follow details of subsequent improvements, including development of the Su-27K shipboard fighter. The book has copious high-quality photographs of all aspects of the Su-27, including airframe, weaponry, close-ups inside the cockpit and radar detail.

Also covered are the 'wide cockpit' side-by-side seating Su-27BI and Su-34 variants, a chapter devoted to foreign users, and a study of Russian Su-27 units. Especially useful to modellers are sections featuring close-up photographs of the *Flanker* and an appendix of



available models. If you have a kit of this aircraft in your 'pending' collection, or are thinking of buying one, this book will prove invaluable.

Phillip Ware

SAMI

Spotlight No.1: Dassault Mirage F1

A comprehensive study of the aircraft, its history and operators

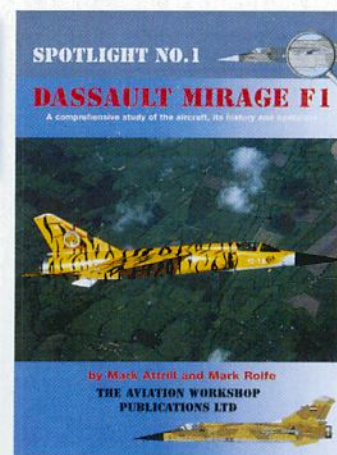
TECHNICAL DATA

by Mark Attrill & Mark Rolfe Price: £15.99
 Publisher: The Aviation Workshop
 ISBN: 1904643108
 Format: Softback, 208 x 296mm, 80 pages

This is a departure from Aviation Workshop's usual fare, and while I was initially apprehensive I have to say it is an extremely well-put together book, and one that bodes well for subsequent volumes in the series.

Presenting a complete overview of the aircraft, there are no space-fillers, and the reader is presented with just enough walkaround pictures to enable them to detail a model, without any gratuitous illustrations of inaccessible internal organs which are rarely of any practical use when it comes to detailing a model.

With scale drawings included of all weapons employed by the type, and a mass of colour artwork and photographs,



this book is a superb one-stop reference for the Mirage F1.

GH

SAMI

Henschel Hs 129

TECHNICAL DATA

by Denes Bernard Price: £16.99
 Publisher: Midland Publishing
 ISBN: 1-85780-238-1
 Format: Softback, 96 pages
 Illustrations: Black-and-white and colour photos, colour artwork, diagrams and scale plans

This is one of the *Military Aircraft In Detail* series, devoted to Henschel's *Panzerknacker*, whose design was inspired by Germany's need for a ground-attack aircraft. Henschel and Focke-Wulf

vied for the contract.

The book's eight chapters follow the Hs 129's development from the Argus inline-engined prototype Hs 129A-0 through the greatly improved 'B-1 Berta' with French-designed Gnome-Rhône radial engines, to the 'B-2, most numerous production variant.

Well covered here is the wide variety of weaponry and dispensers carried by the Hs 129, from bombs and anti-personnel mines to machine guns and heavy cannon. Those interested in more bizarre weaponry will enjoy a chapter on the 7.5



mm BK cannon, and here what is new are scale drawings, close-up colour photographs and detail of the *örstersonde* vertical-firing mortar and its magnetic anomaly detector. For a modeller interested in reproducing this unusual weapon there is enough information to convert the Hasegawa kit.

This is the best book that I have yet seen on the Henschel Hs 129 (and there are a few around), so I highly recommend it.

Phillip Ware

SAMI

On Target Profile 11: Canberra Part 2

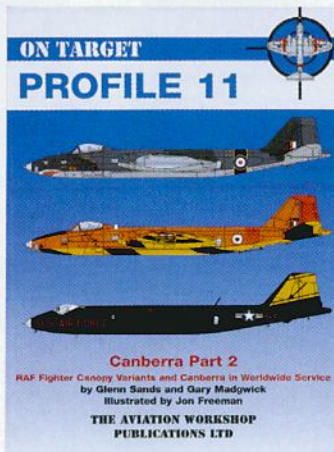
RAF Fighter Canopy Variants and Canberra in Worldwide Service

TECHNICAL DATA

by Glenn Sands & Gary Madgwick
 Illustrated by Jon Freeman
 Publisher: The Aviation Workshop
 ISBN: 1904643264
 Format: Softback, 208 x 296mm 64 pages

This latest in what is fast becoming the most crucial series on the modeller's bookshelf follows most of the tried and tested format, but deviates slightly to give you even more information and illustrations. Jon Freeman's illustrations are some of the most practical and comprehensive colour guides, and the usual generous helping of these is augmented in this volume by a number of colour photographs.

Profiles cover all foreign users of the Canberra, as well as the B(I).8 and the PR.9 in RAF service, and together with volume 7 in the series – *Bomber Canopy Variants in British Service* – adds up to a pretty impressive package, and will be a boon to the Canberra-hungry hordes still



immersed in the Classic Airframes releases, and all the more so now the Airfix kit looks to be back on the agenda.

This title can be highly recommended, as can all others in the series.

GH

SAMI

Soviet Rocket Fighters

TECHNICAL DATA

by Yefim Gordon & Dmitry Komissarov Price: £19.99
 Publisher: Midland/Ian Allan Publishing
 ISBN: 1-85780-245-0
 Format: Softback, 280 x 215 mm, 128 pages
 Illustrations: Black-and-white and colour photographs and line drawings

The book begins with coverage of early development of rocket-powered gliders, followed by the BI programme. This was interesting in that, given the precarious nature of the Soviet war effort in 1941, this programme was not a feasibility study but a fully-fledged, high-speed, liquid propellant rocket-powered interceptor, first in May 1942. All variants of this tiny all-wood design are covered, along with photographs of a Russian *prix de guerre* — an Me 163 *Komet*.

The book's final section covers Soviet use of captured German blueprints, scientists and test aircraft, including the Lavochkin '162' interceptor project which looks very similar to the Me 163D and Ju 248 V1. There are some fine pictures of



the German/Soviet prone fighter development concept programme, along with unusual photographs of the Tupolev Tu-4, the Soviets' 'reverse-engineered' B-29 Superfortress.

If you are interested in Russian aircraft, or are modelling a German rocket fighter in alternative markings, this book is for you.

Phillip Ware

SAMI

Letter of the Month Competition

Revell UK are offering a monthly prize for Readers' Letter of the Month.



Congratulations to this month's winner of the Revell 'Letter of the Month Competition'. Mr Camp receives a selection of paints from the new Revell Aqua Color range.

Fairey Tale

LETTER OF THE MONTH

Concerning the review of the Eduardo Cruz resin kit of the Fairey IIID in the November 2006 issue, readers may be interested to learn that IIID construction number F402 was the aircraft that completed the Portuguese Navy's crossing of the South Atlantic on 17 June 1922, and is currently preserved in the museum at Belem, Lisbon. As you correctly state there is a replica of the same aircraft, Portuguese Navy serial number 17, christened *Santa Cruz*, at the Air Force Museum in Alverca.

The transatlantic crossing started from Lisbon on 30 March 1922 using a specially constructed Fairey IIID Mk 2 or 'Transatlantic' as it was also called. Christened *Lusitania* and having Fairey c/n F400, this special aircraft had a



Fairey IIID Transatlantic 'Lusitania'

crew were rescued by a cruiser.

To continue the trip a second Fairey IIID, serial number 16/F401 was despatched by sea, arriving on-site on 6 May 1922. This aircraft again differed from standard Fairey IIIDs in having an increased span upper wing reinforced by masts and extra rigging. On 11 May the

standard Fairey IIID was fitted with extra fuel tanks and three days later once again restarted the crossing, arriving in Rio de Janeiro on the 17 June. This aircraft completed five legs of the ten-leg journey, for a distance of some 1,400 nautical miles out of the total of 4,367.

The Portuguese Navy received three



Fairey IIID No 16 with extended upper wing clearly visible

wingspan of 62 ft 9 in, compared to 46 ft 1 in on standard aircraft, and enlarged floats and fin. On 18 April 1922, whilst landing in heavy seas at the end of the fifth leg of the flight, the aircraft lost its port float and eventually sank. The two



Fairey IIID No 17 'Santa Cruz' upon arrival in Brazil

crew restarted their attempt in this replacement aircraft, but due to engine failure had to make an emergency landing away from well-used sea lanes. Eventually a passing ship rescued them and took the aircraft in tow. A Portuguese Navy cruiser later picked up the crew, but was unable to recover the aircraft, which subsequently sank.

The Portuguese Government then decided to send a final aircraft out to complete the mission. Serial number 17/F402 *Santa Cruz* arrived aboard a cruiser on the 2 June 1922. This

more standard Fairey IIIDs, one of which, 18/F411, crashed in the River Tejo in July 1925. The surviving two (19 and 20) and 17 were posted to the Portuguese Naval Station in Macau in 1927, surviving there until the mid-1930s. No 17 was returned for preservation.

Phil Camp
Southend-on-Sea

Photos: Courtesy Museu de Marinha



No 17 'Santa Cruz' in the museum at Belem

Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

Readers' Feedback

The views expressed in this column are not necessarily those of SAM Publications. Readers' address details must be supplied but we will only publish them if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.



Vlastimil Suchy's scratchbuilt wooden Hawker Tempest V in 1/32 scale

Tempestuous

I have at my hands your December 2006 issue with the Tempest feature, which I bought for the excellent Arthur Bentley drawings. Many years ago I built a wooden 1/32 model using these drawings. It was for me a little bit nostalgic to see the effort of Tony Grand in creating of his 1/32 model. It had to be modeller's horror to rework it from the Revell Typhoon. Please give him many regards from one unknown old Czech modeller who loves the Tempest too. Such a nice aeroplane that no model kit producer has yet made it in this scale. Very sad.

Vlastimil Suchy
via email



04387 Focke Wulf FW 200 C-5/C-8 Condor, 1:72

Scourge of the Atlantic

The Focke-Wulf Fw 200

The Focke-Wulf Fw 200 Condor was one of the world's first modern long range aircraft, causing Winston Churchill to nick name it the "Scourge of the Atlantic".

From 1942 the Fw 200 C-4 was built in large numbers and was used as a long range reconnaissance plane and as a bomber, targeting convoy shipping. One of its main tasks was to relay target information to

German U-boat packs. Most Fw 200's were equipped with Type FuG 200 'Hohentwiel' shipping radar as characterised by the nose antennae. Later versions carried the Hs 293 guided bomb, which was remotely controlled and delivered a 500kg explosive payload to its target at around 800km/h.

The Condor was also used as a transport aircraft which was designated Fw 200 C-5/FK.

The C-8 series was the last version to be produced between the autumn of 1943 and the beginning of 1944. In total some 275 Fw 200's in different versions were built.

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